

# Latitude 38

VOLUME 194, AUGUST 1993

CIRCULATION: 48,000



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Mailing Serv., Inc.  
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# CLEAN HEADS?



## We've Got the Cleanest Heads in the Bay!

Coming home from a bone-chilling day on the bay, or just salty, wet and tired...our Ceramic-Tiled, Heated Bathrooms, complete with secured private shower rooms were designed for you. We take great pride in our HEADS, that's why they are cleaned twice daily by our discerning staff. You should keep your boat with us....

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# A SWEETHEART DEAL



photo: Rob Moore/Latitude 38

*\*Novia*

*Novia* is Spanish for sweetheart and John Webb's Cal 39 *Novia* is Richmond Yacht Club's current flame.

John agreed to forgo his annual July cruise to the Delta to represent Richmond in the Larry Knight Regatta, a three race series in which friendly yacht club rivalry is added to the usual boat-for-boat competition.

John loves to sail. He races and cruises *Novia* regularly, flying a set of state-of-the art Kevlar racing sails alternately with his dacron main and roller furling jib. Both suits of sails -- Pineapple Sails -- have performed beautifully over years of racing and cruising the Bay and beyond.

So it comes as no surprise that this love story has a happy ending: Pineapple powered *Novia* won the three-race series...and will deliver the Webb family to the Delta during a break in the racing schedule in August.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at:  
West Marine Products in Oakland or Stockton  
Svendsen's in Alameda • Seablrd Sailing Center in Berkeley



## PINEAPPLE SAILS

### (510) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

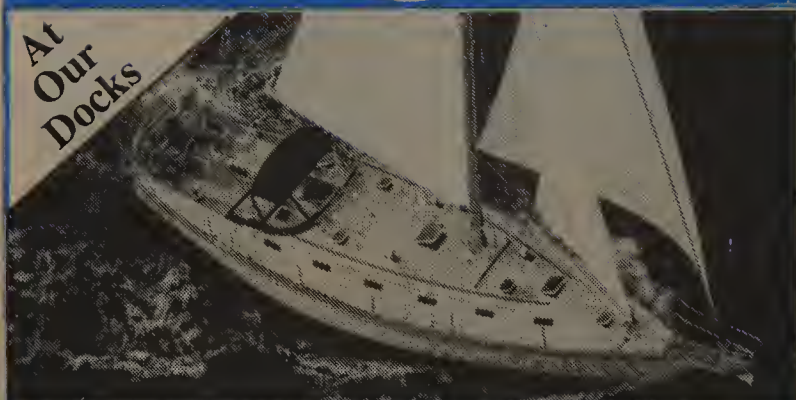
\*Powered by Pineapples



# ISLAND PACKET



At  
Our  
Docks



## Affordable Quality

Custom Quality at Production Prices

### ~ Island Packet 44 ~

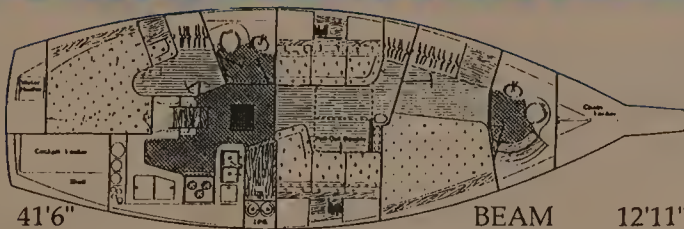
A luxurious, first class cruising boat elegantly detailed. A recent review in *Yachting Monthly* said "this boat demands that she be taken off into the distance and enjoyed... She is equipped and rigged to get her crew from A to B without fuss or over-exertion."

#### Partial Equipment List:

- 62hp Yanmar diesel
- Cutter rig
- Cosby refer/freezer
- Inverter system
- Deluxe stereo
- Deck wash-down
- VHF
- Anchor and 250' chain
- VHF/safety package
- Harken furling headsails
- Fully battened main
- Electric windlass w/cockpit controls
- Balmar alternator
- Microwave oven and propane stove & oven
- Knotmeter/depthsounder

**Call Now for Special Promotional Offer!**

### INTRODUCING THE NEW ISLAND PACKET 40'



LOA 41'6"  
LOD 39'4"  
LWL 34'0"

BEAM 12'11"  
DRAFT 4'8"  
DISP. 22,800 lbs.

The all new Island Packet 40 was designed from the keel up to maximize sailing performance and safety at sea. Her storage capacity, liveability and ease of handling all add to the beauty of this package. This yacht combines all the right stuff for the discerning cruising couple in the 40' range.

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August 28**

**FOR AN END  
OF SUMMER  
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COVER PHOTO: *Latitude 38/JA*

A dismasting can ruin your whole day – or evening. During a recent Friday Night Race, we altered our course to see if anyone on the dismasted boat was hurt or if they required a tow. They said they had things under control, and gave us a friendly wave as we departed.

Graphic Design: Colleen

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*Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.





SHOULDN'T  
YOUR YACHT  
BROKER BE A  
PROFESSIONAL?



#### ON DISPLAY



1988 BENETEAU 432. New engine. Freezer, autopilot, electric windlass. Priced to sell at \$117,500.



1986 PEARSON 33. Quality construction and finish. Cruising interior, dodger, Loran, queen-sized aft quarter cabin. \$61,500.



PASSPORT 40, 1986. Impressive list of upgrades including max prop, radar. Very low time. Must see to appreciate. Immaculate. \$159,500



BENETEAU 42, 1985. The German Frers designed classic. Racing or cruising, this yacht is a proven winner. Sails, electronics, and all the gear at \$129,500.



1990 BENETEAU FIRST 35s5. Super condition late model boat. Good value at \$87,000.



BENETEAU OCEANIS 350, 1988. Popular, clean and well equipped modern cruiser from industry leader. Now only \$65,000.

#### PARTIAL LISTING

25' CAPE DORY	7,000
27' CATALINA, 1974	reduced to 12,500
27' ISLAND PACKET, 1988	55,000
28' ISLANDER, 1984	22,900
30' LANCER, 1985	24,995
30' ALBIN BALLAD, 1978, excellent	22,250
30' SANTANA, 1976, diesel	19,500
31' ISLAND PACKET, 1986	69,000
32' ERICSON, 1976	make offer 24,000
33' HUNTER, '79	24,950
33' PEARSON, 1986	61,500
34' WYLIE, 1980	33,000
35' C & C, 1972	29,900
35' CNRIS CRAFT, BY S&S, 1963	30,000
35' NIAGARA, 1981	59,500
35' ISLAND PACKET, 1989	129,000
36' PEARSON, 1985	69,500
37' PASSPORT, 1988	139,000
38' SABRE, 1988	159,000
38' MORGAN, 1979	61,000
38' ISLAND PACKET, 1989	139,500
38' BALTIC, 1983	135,000
38' CABO RICO, 1988	160,000
38' CALIBER, 1988	134,000
40' PASSPORT, 1986	159,500
40' PASSPORT, 1982	135,000
40' X-119, 1990	128,000
40' CAPE DORY, 1985	135,000
40' TARTAN, 1986	145,000
41' FRERS, 1988	149,000
41' MANS CHRISTIAN, 1986	169,500
41' CAMBRIA, 1986	249,000
41' MORGAN OUTISLAND	2 from 69,900
41' CT KETCH	59,900
41' NELSON-MAREK, 1982	59,900
41' C&C, 1984	99,500
42' HALLBERG-RASSY, 1984	160,000
42' TARTAN, 1982	115,000
43' YOUNG SUN PN, 1983	89,900
43' MANS CHRISTIAN, 1985	189,000
43' SHANNON, 1986	229,500
43' MASON, 1982	145,000
44' ALDEN, 1980	210,000
44' C&C, 1987	149,000
44' GULFSTAR, 1980	128,900
44' LAFITTE, 1985	175,000
44' NYLAS, 1985	149,500
45' BRISTOL, 1983	235,000
49' TASWELL, 1991	449,000
49' NINCKLEY, 1973	285,000
50' PASSPORT, 1990	395,000
POWER	
27' SEA RAY	24,500
31' TIARA HARDTOP, 1984. Offers	83,500
31' TIARA FLYBRIDGE, 1988	110,000
33' TIARA OPEN, 1990	135,000
36' TIARA CONVERTIBLE, 1990	179,000
36' TIARA OPEN, 1990	260,000
43' TIARA CONVERTIBLE, 1991	425,000
44' STRIKER, 1972	179,000
52' BESTWAY, 1987	239,000

#### BENETEAU BROKERAGE

31' BENETEAU FIRST RACE, '91	69,000
34' BENETEAU FIRST 345, '88	79,000
34' BENETEAU OCEANIS 350, '88	65,000
35' BENETEAU FIRST 35s5, '90	79,900
37' BENETEAU FIRST 375, '85	74,500
40' BENETEAU 405, 1987	119,000
42' BENETEAU, 1985	129,500
43' BENETEAU 432, '87, new engine	117,500
45' BENETEAU FIRST 4515, '91	239,000
45' BENETEAU 456, '83	135,000

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The long awaited little sister of the beautiful Oceanis 440. SPECIAL LEASEBACK OPPORTUNITY AVAILABLE ON THIS BOAT ONLY.

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#### OCEANIS 400

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August 28

FOR AN END  
OF SUMMER  
OPEN HOUSE

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At  
Our Docks



At  
Our Docks



Arriving  
This Month!



  
PassageYachts  
INC

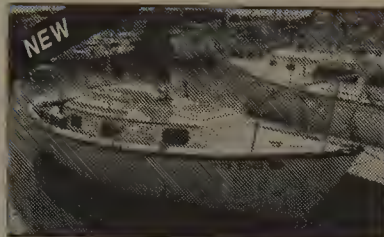
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## SMALL YACHT DIVISION

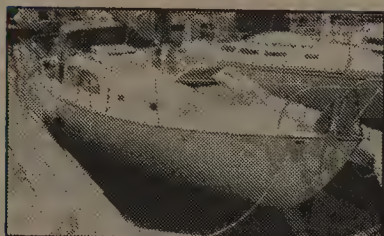
*Specializing in  
boats under \$25,000*



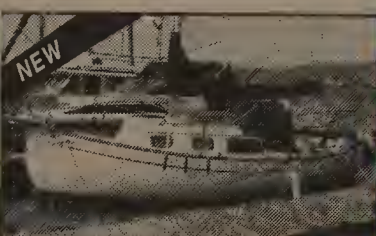
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Quality pocket cruiser.



**PEARSON 303**  
Bank repo going "cheap".



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**FLICKA 20**  
Seller motivated...Act now!



**TRITON 28**  
Rough & ready cult classic.



**ERICSON 29**  
Fast club racer & fun!



**ERICSON 27**  
Super clean interior.



**CATALINA 27**  
Loaded - 2 page inventory.

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20' FLICKA .....	16,000	28' COLUMBIA, diesel .....	7,900
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25' CATALINA .....	19,950	30' CATALINA .....	22,500
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# Latitude 38

*"we go where the wind blows"*

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**Co-Publisher** ..... Kathleen McCarthy, ext. 101

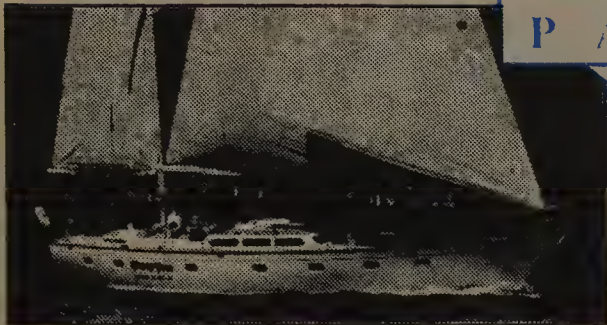
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32' GULF .....	55,000	38' HANS CHRISTIAN .....	92,500
32' ERICSON 1989 .....	67,500	39' PEARSON .....	49,900
33' ENOEAVOUR .....	38,500	40' HUNTER .....	74,500
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36' C&C, 1981 .....	reduced 49,500	50' COLUMBIA .....	2 from 597,000
36' SPARHAWK .....	69,800	51' TATOOSH .....	299,000
36' UNION .....	74,500	55' TAYANA .....	369,500
37' ENOEAVOUR .....	69,500	70' NEW HORIZON .....	395,000
37' TAYANA .....	88,500		
37' HUNTER .....	49,500		

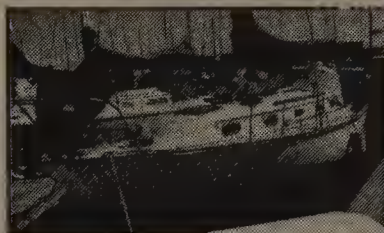
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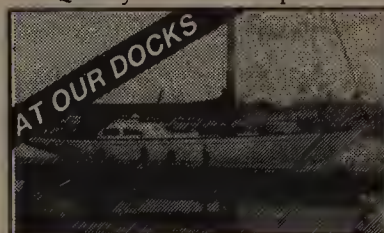
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Quality with lots of spares.



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Rare aft cockpit version.



**COLUMBIA 50** ..... 109,000  
Launched 1982. Performance cruiser.



**PETERSON 44** ..... 119,500  
The standard in bluewater cruising.



**GULF 32** ..... 55,000  
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**TARTAN 34** ..... 36,000  
S&S design performance cruiser.



**ENDEAVOUR 33** ..... 38,500  
Squeaky clean one-owner boat.



**ISLANDER 32** ..... 28,500  
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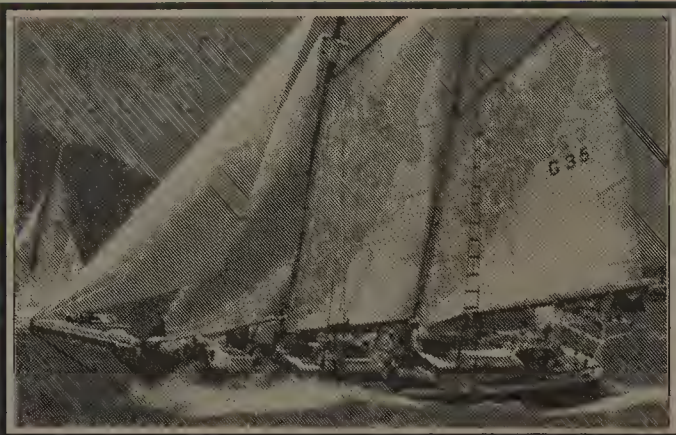
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27'	Santa Cruz, w/trailer .....	\$15,000
36'	Bill Lapworth Classic .....	\$22,000
30'	Ericson w/slip in Santa Cruz .....	reduced to \$12,000
32'	Ericson, '74, w/slip in Santa Cruz .....	\$20,500
37'	Crealock, '87, 1 year slip in Santa Cruz .....	\$79,900
50'	Santa Cruz .....	\$179,000

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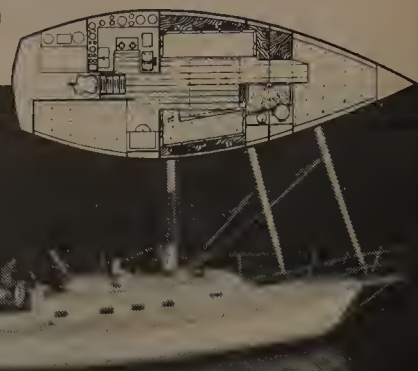
CATALINA YACHTS • HOBIE CAT • MARINE EQUIPMENT • SANTA CRUZ 52 • CATALINA YACHTS

# CALIBER

## CALIBER 35

LOD 34'  
LWL 29'10"  
Beam 11'4"  
Draft 4'6"  
Disp 13,100 lbs.

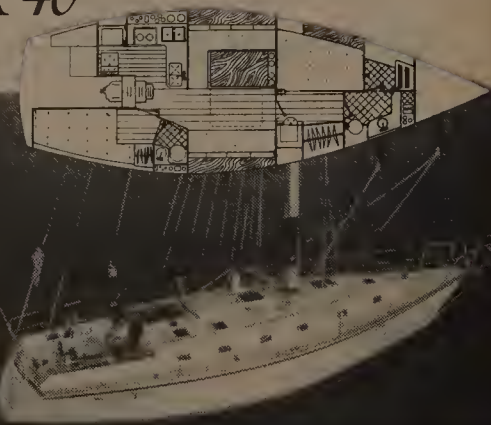
Designer  
Michael McCreary



## CALIBER 40

LOD 39'6"  
LWL 32'6"  
Beam 12'8"  
Draft 5'0"  
Disp 21,600 lbs.

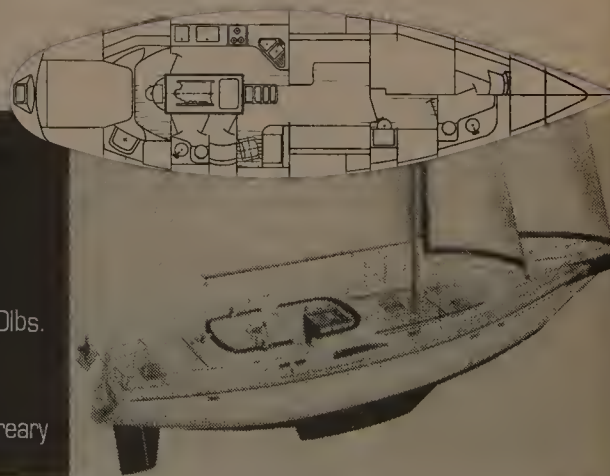
Designer  
Michael McCreary



## CALIBER 47

LOD 46'10"  
LWL 36'2"  
Beam 13'2"  
Draft 5'3"  
Disp 29,000 lbs.

Designer  
Michael McCreary



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GREATHOUSE

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**1993 TransPac**

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Photo by Geri Conser

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**Once again, North-equipped boats dominate...**

**IOR CLASS A**

1. "SILVER BULLET"
2. "ORIENT EXPRESS"\*
3. "MONGOOSE"
4. "PYEWACKET"
5. "VICTORIA"\*

\* Partial Inventory

**IMS CLASS A**

2. "PERSUASION"

**IOR CLASS B**

1. "MEDICINE MAN"

**IOR CLASS C**

1. "PATRIOT"
- IOR FIRST OVERALL and  
FIRST-TO-FINISH  
"SILVER BULLET"

**IMS CLASS B**

1. "WARSPITE"
- IMS FIRST-TO-FINISH  
"PERSUASION"

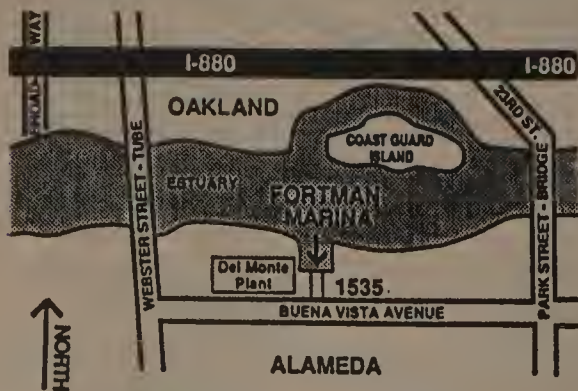




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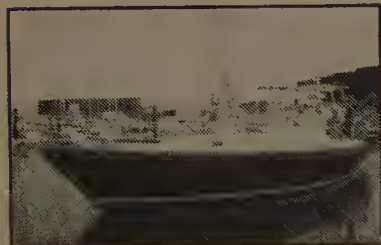
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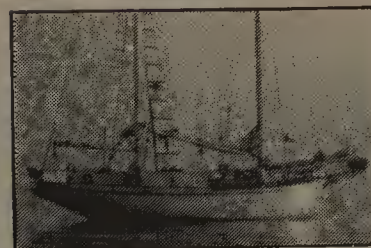
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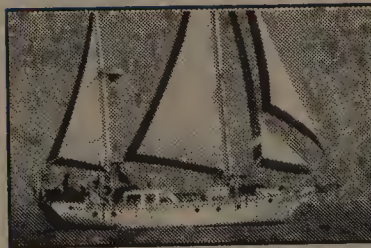
57' RASMUSSEN, 1925 Ketch.  
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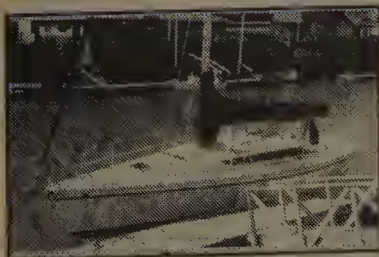
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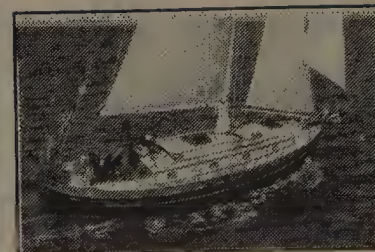
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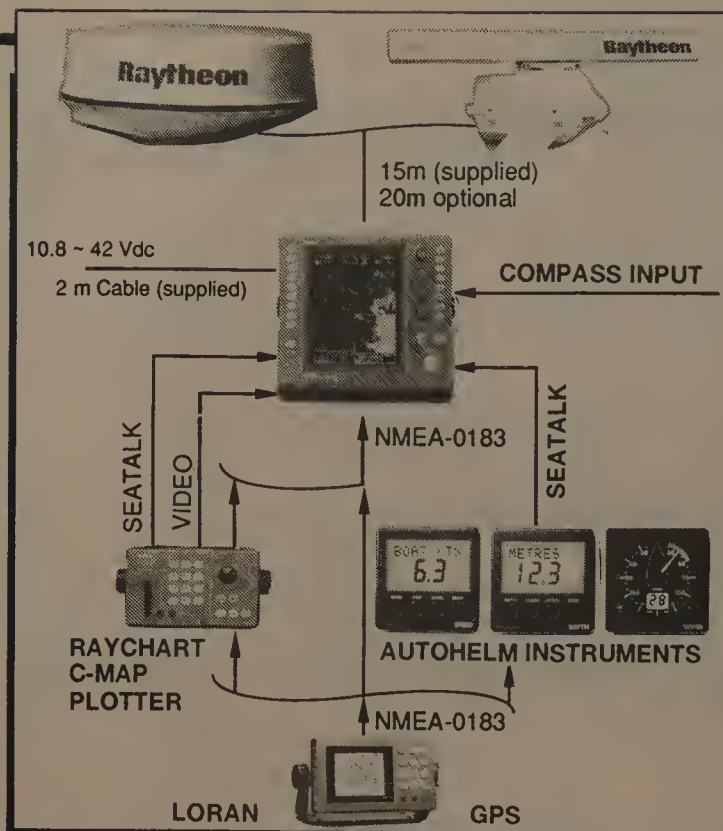


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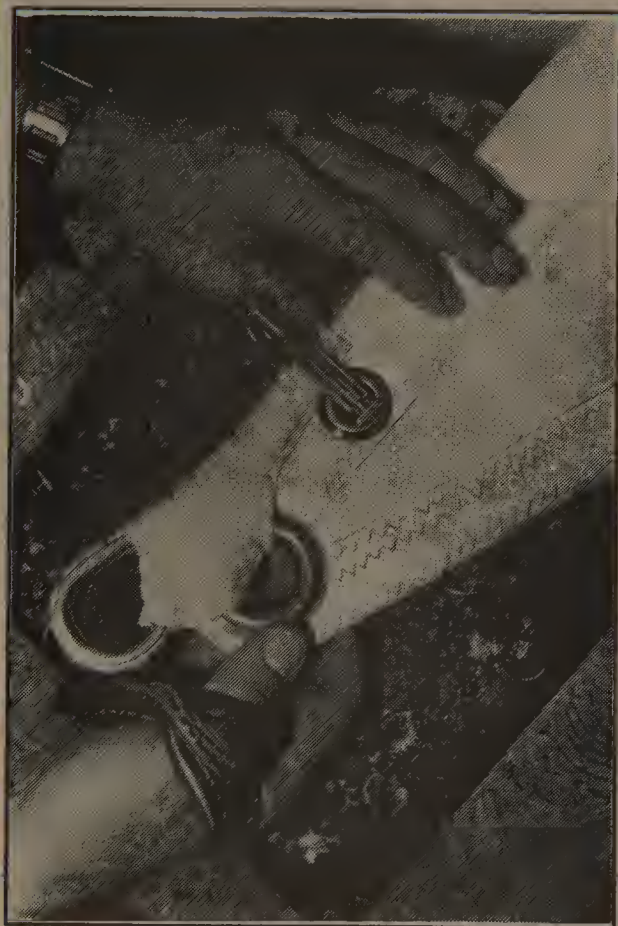
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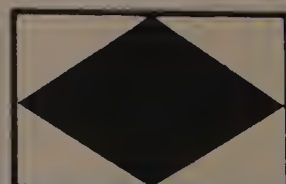
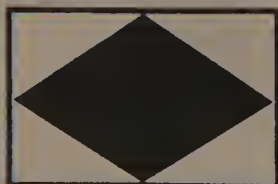
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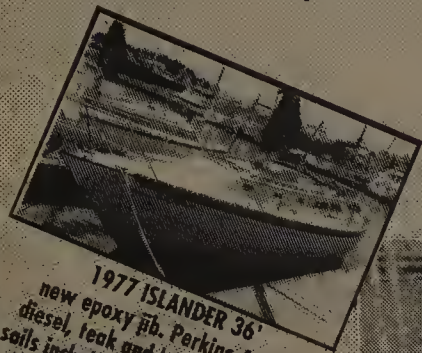
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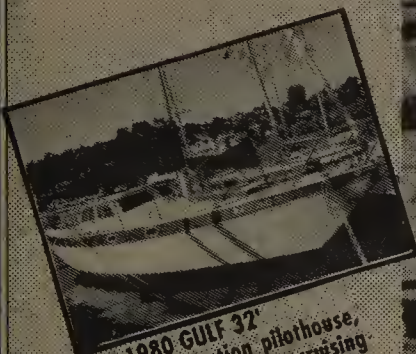
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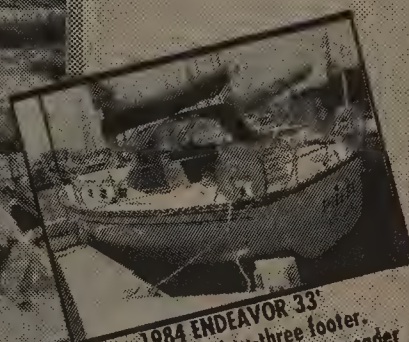
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## CALENDAR

### Nonrace

**Aug. 7** — Delta River Rat Cruise for Master Mariners. Call Delta dawdler Dan Drath at 851-7601 for specifics.

**Aug. 12** — Single Sailors Association Meeting, 8 p.m. at Oakland YC. "Not a dating club, but who knows?" hints their voicemail hotline. Call OYC at (510) 522-6868 for directions to this event; call the SSA voicemail at (510) 273-9763 for details.

**Aug. 13-15** — Metal Boat Festival '93 at Oak Harbor YC, Whidbey Island, Washington. Teri or Pete Silva, (206) 856-5316.

**Aug. 14-15** — Hans Christian Owners Association Rendezvous at McNears Beach. Joe or Sandy Tynik, (510) 523-0775.

**Aug. 14-19** — West Marine's Safety at Sea Seminars, excellent (and free) opportunities to learn about the latest in safety products. At the following West Marine stores: Sausalito (Aug. 14 at 7 p.m.), Palo Alto (Aug. 16 at 7:30 p.m.), Santa Cruz (Aug. 17 at 7 p.m.), Oakland (Aug. 18 at 7:30 p.m.), Stockton (Aug. 19 at 7:30 p.m.). For details, call the nearest store.

**Aug. 21** — 8th Annual Petaluma River Festival — all-day fun in and around the Turning Basin. Details, (707) 762-5331.

**Aug. 28** — Third Annual Vallejo YC Flea Market and Crafts Fair. VYC, (707) 643-1254.

**Aug. 28** — Mexican Cruising Seminar & Sail Care; 9 a.m. to 1 p.m. at Hogin Sails in Alameda. Free munchies! Lynne Orloff-Jones, (510) 769-8466.

**Aug. 28-29** — NCYSA/SBRA symposium and regatta at Sequoia YC (Redwood City). Patrick Andreasen, 563-6363.

**Aug. 28-29** — Ericson 27 Napa River Cruise. Dimitri Demushkin, 883-9030.

**Aug. 28-29** — Islander 36 Association Cruise to Benicia. Art Fowler, 941-2335.

**Sept. 4-6** — Hans Christian Owners Association Cruise to Half Moon Bay, with luau to follow. Marcus or Vera Anderson, 873-3989.

**Sept. 4-6** — ChickenShip Regatta/Cruise. The annual Master Mariners amphibious assault on Petaluma. Dan Drath, 851-7601.

**Sept. 8** — "Coastal Navigation," a seminar by Dick Winter. Stockdale Marine Theatre (Sacramento), 7:00 p.m., free. Ryan, (916) 332-0775.

**Sept. 9** — "Celestial Navigation," a seminar by Gale Stockdale. Ditto above.

**Sept. 9** — Organizational meeting for the new Tahiti Cup YC at the St. Francis YC. Keith Buck, (510) 837-9424.

**Sept. 11-19** — Fall Boat Show at Jack London Square. Look for the Antrim 30+ to debut. NCMA; Dee Godbey, (510) 834-1000.

**Sept. 14** — "Sailing and Seamanship," a free seven-week course offered by Coast Guard Auxiliary Flotilla 12 at the Sausalito Cruising Club. Tuesdays and Thursdays, 7:30 to 9:30 p.m.; info, 332-4524.

**Sept. 18-19** — Wooden Boat Festival at Bay View Boat Club, 495-9500.

### Racing

**July 31-Aug. 1** — Fourth Annual Second Half Opener. Sail, swim, eat, drink, dance. Encinal YC, (510) 522-3272.

**July 31-Aug. 1** — Albert Simpson Regatta for Etchells and J/24s. St. Francis YC, 563-6363.


**July 31-Aug. 6** — El Toro North Americans in Richardson Bay. Olé! San Francisco YC, 435-9133.

**Aug. 7-15** — International 10 Square Meter Canoe World Championship — survival of the fittest on the Richmond Riviera. Richmond YC; Del Olsen, (510) 233-1286.

**Aug. 7** — Jr. Waterhouse Race. Richmond YC; YRA, 771-9500.

**Aug. 13** — Santa Cruz to Santa Barbara Race, another 'surfin' safari' for ULDB 70s. The first two races to Santa Barbara this year have been duds — maybe the wind gods have been saving it up for this one? Tom Leweck, (310) 454-4455.





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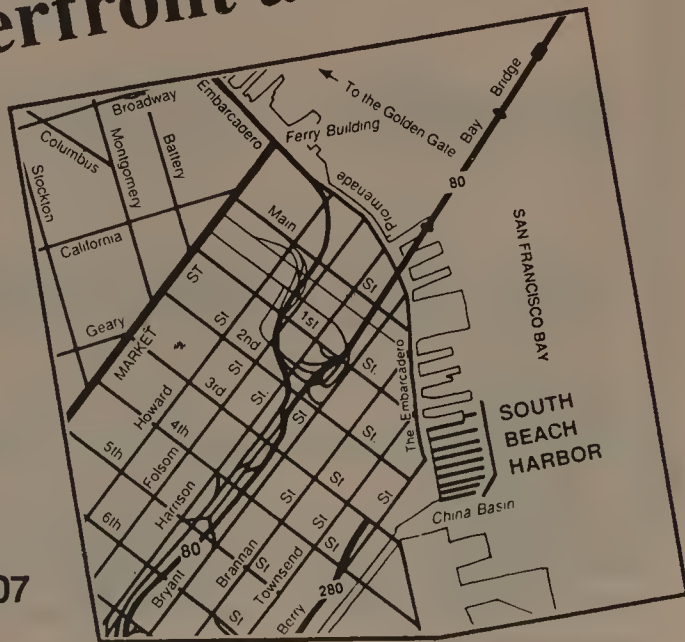
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## CALENDAR

**Aug. 14** — PICYA Chispa (Laser) and Youth Regatta (El Toro) at Encinal YC. Tom Allen, 474-7474.

**Aug. 14-15** — IMS Invitational, aka Stone Cup II. The last tune-up before the Big Boat Series. St. Francis YC, 563-6363.

**Aug. 19-20** — Mercury Championship Series on Clear Lake, hosted by Lakeport YC. Chris Lanzafame, (510) 432-4757.

**Aug. 21** — Tiburon YC's Women's Regatta. Two races; prizes and surprises! Divisions for 'all women' and 'women at the helm'. Susie Woodrum, 332-5970.

**Aug. 21** — Ocean Vallejo Race. Vallejo YC; YRA, 771-9500.

**Aug. 21** — Gracie & George Regatta: 'Gracie' steers while 'George' pulls the strings. Encinal YC; Larry Duke, (510) 531-1860.

**Aug. 21** — South Bay YRA Race #5, hosted by Oyster Point YC. Mike Dixon, (510) 635-5878.

**Aug. 21-22** — "Fear & Loathing on the Circle — A Savage Journey into the Heart of the American J/24 Sailing Dream." This new J/24 event gets our vote for 'best named regatta' of the year! San Francisco YC; Tom Purdy, 435-2619.

**Aug. 21-22** — Etchells Pacific Coast Championship at Newport Harbor YC. Mette Segerblom, (714) 673-3972.

**Aug. 21-22** — Frank's Tract Regatta. Three races, major partying. Andreas Cove YC; Chris Longaker, (916) 421-5132.

**Aug. 21-22** — Little Daddy Regatta, an El Toro and Laser weekend for kids. Richmond YC, (510) 237-2821.

**Aug. 22** — San Francisco Perpetual Cup: Encinal YC (*Bang*) challenges St. Francis YC (*High Risk* or the 'old' *Bullseye*). One race, no-holds-barred, winner takes all. StFYC, 563-6363.

**Aug. 25-29** — Fifth Biennial Rolex Swan California Regatta. About 30 mostly Southern Californian Swans are expected for this class 5-race series. Long Beach YC, (310) 598-9401.

**Aug. 27-29** — Moore 24 Nationals at Richmond YC. Peter Carrick, (408) 426-6125, or Moore Sailboat Shop, (408) 763-0196.

**Sept. 3** — Windjammers Race to Santa Cruz. First gun at 0850 off St. Francis. No 'whaling' allowed! YRA, 771-9500.

**Sept. 4** — Fifth Annual Jazz Cup: downwind from Treasure Island to Benicia. Limited to 100 boats — hurry, it's halfway sold out already! Co-sponsored by South Beach and Benicia YCs. Call the new 'Jazz Cup Hotline' for details, (415) 688-3355.

**Sept. 4-6** — IBM/Sailing World NOOD Regatta for J/35s, J/105s, J/29s, J/24s, Melges 24s, Olson 25s, Olson 30s, Express 27s, Hawkfarms and 11:Metres. Doubles as the Nationals for the last five classes. StFYC, 563-6363.

**Sept. 9-12** — J/35 North Americans. About 25 boats (half local, half visitors) are expected. St. Francis YC, 563-6363.

**Sept. 11-12** — Melges 24 Pacific Coast Championships at Lake Tahoe. Greg Dorland, (916) 583-6107.

**Sept. 18-19** — Drake's Bay Race, a guaranteed mellow time. Corinthian YC; YRA, 771-9500.

**Sept. 18-19** — Runga Kutta Race: San Francisco to Half Moon Bay. Co-sponsored by Sierra Point YC and Half Moon Bay YC. Mike Davis, 583-9653.

**Sept. 22-26** — 30th Annual Big Boat Series, featuring J/35s, Express 37s, SC 50s, J/105s and the mysterious new 'St. Francis Rule' division for handicap boats. Possibly a Swan class and a grand prix IMS class if there's enough interest. St. Francis YC, 563-6363.

### Summer Beer Can Races

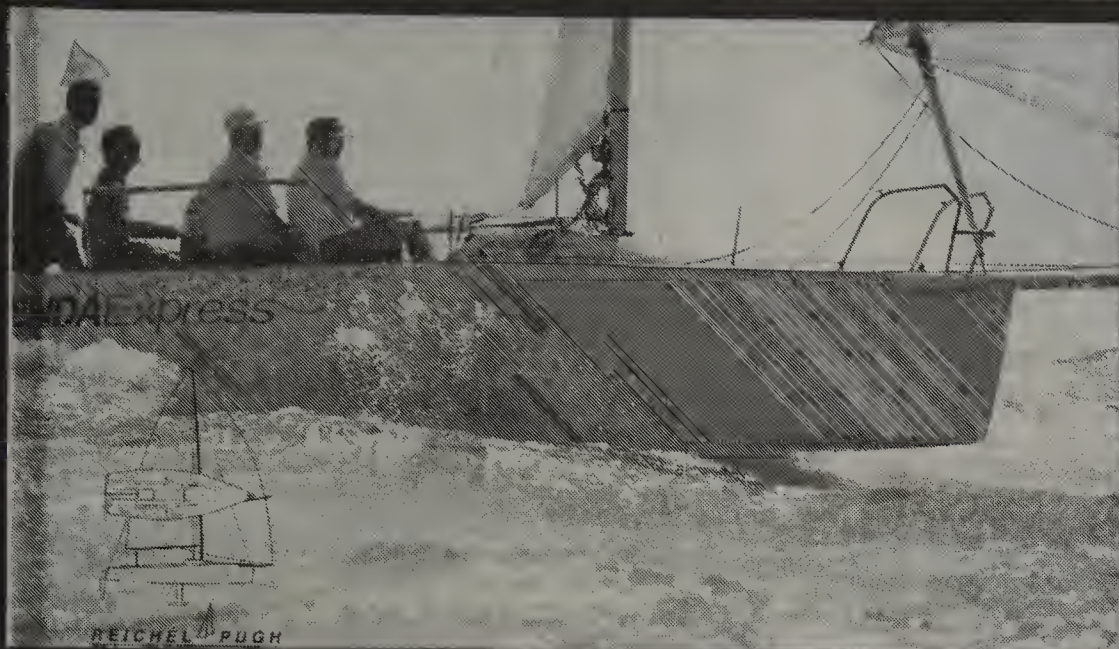
**BAY VIEW BOAT CLUB** — Monday Night Madness. Second half: 8/9, 8/23, 9/6, 9/20. John Super, 243-0426.

**BENICIA YC** — Thursday Night Series (through September 23). Mark York, (707) 452-1160.

**BERKELEY YC** — Friday Night Series (through September 24). Free! Paul Kamen, (510) 540-7968.

**CORINTHIAN YC** — Friday Night Series (through September





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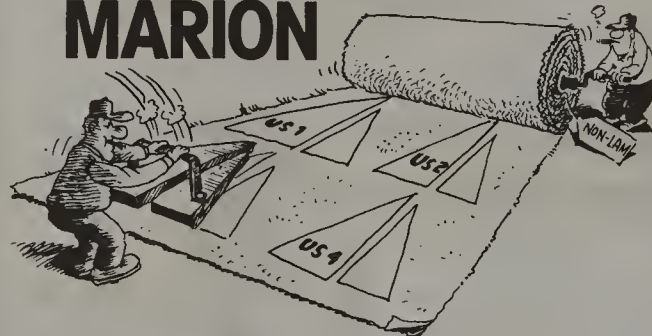
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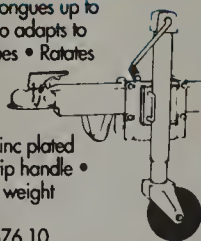
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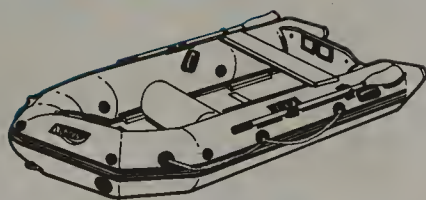
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For more information please contact:

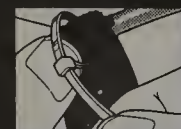
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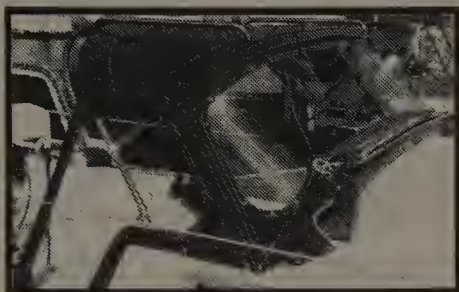
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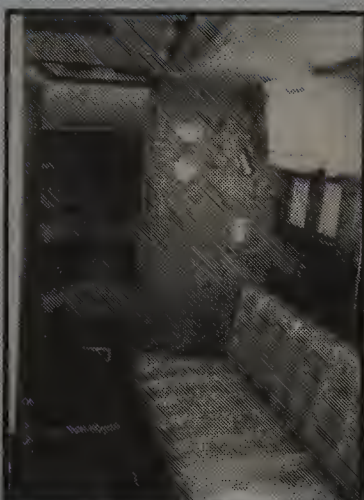
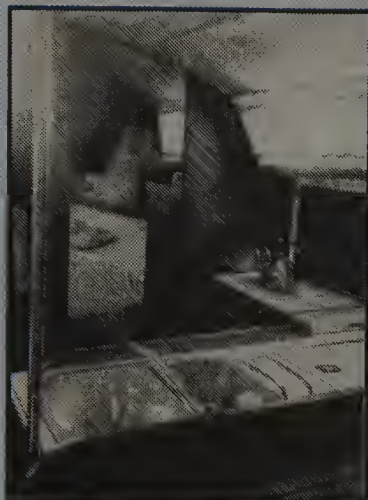
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CS 36 .....	2 from \$ 55,000	PASSPORT 45 .....	\$ 149,900

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## CALENDAR

10). CYC, 435-4771.

**ENCINAL YC** — Twilight Series on the Estuary. Second half: 8/13, 8/27, 9/17, 10/1. Larry Duke, (510) 531-1860.

**GOLDEN GATE YC** — Friday Evenings: 8/6, 8/20. GGYC, 346-BOAT.

**GOLDEN GATE YC** — Wednesday Night Woodies. Second half: 8/4, 8/11, 8/18, 8/25. Ed Welch, 851-3800.

**ISLAND YC** — Friday Nights on the Estuary. Second half: 8/6, 8/20, 9/10, 9/24. Kenn Lewis, (510) 426-7860.

**OAKLAND YC** — Wednesday Night Estuary racing: 8/4, 8/11, 8/18, 8/25, 9/1, 9/8, 9/15, 9/22. OYC, (510) 522-6868.

**OYSTER POINT MARINA** — Tuesday Night Series (through September 21). Dick Timothy, 952-5540.

**OYSTER POINT YC** — Friday Night Series: 8/27, 9/24. OPYC, 873-5160.

**RICHMOND YC** — Wednesday Night Series: 8/9, 8/18, 9/1, 9/15. RYC, (510) 237-2821.

**SANTA CRUZ** — Wet Wednesdays (through October). Tom Conerly, (408) 427-2152.

**SAUSALITO CC** — Friday Night Series. Second half: 8/13, 8/27, 9/10, 9/24. Pat Broderick, (707) 528-2109.

**SAUSALITO YC** — Sunset Series (Tuesdays). Second half: 8/3, 8/17, 8/31, 9/14. Chuck Mellor, 331-2411.

**ST. FRANCIS YC** — Friday Night Series: 8/13, 8/27. StFYC, 563-6363.

**SOUTH BEACH YC** — Friday Nights: 8/6, 8/20, 8/27. Hav Staggs, 364-3073.

**SPINNAKER SAILING** — Laser Series at Shoreline Park. Monday evenings through October 4. Rich Ferrari, 965-7474.

**TIBURON YC** — Friday Night Series: 8/6, 8/13, 8/27, 9/10, 9/17. Ken Andersen, 564-2865.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

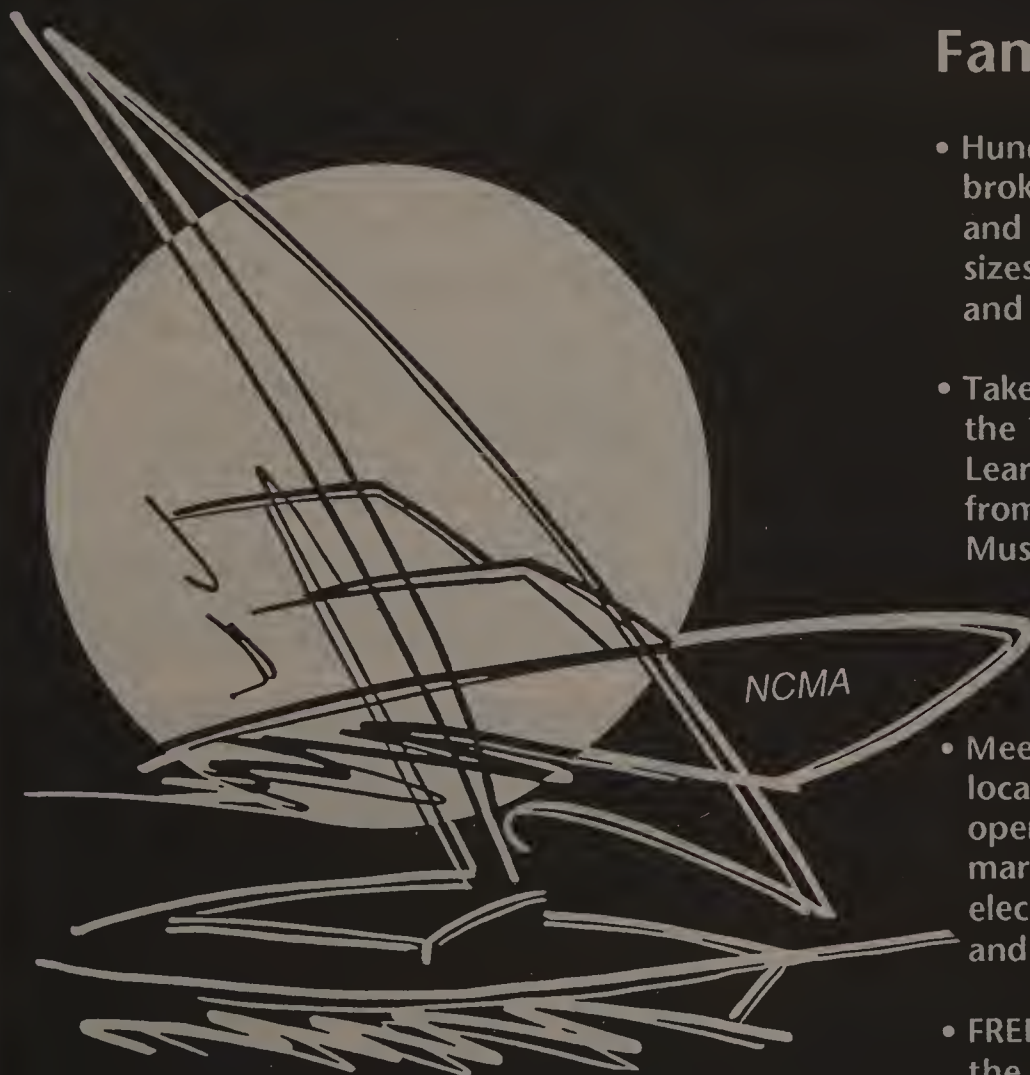
### August Weekend Currents

date/day	slack	max	slack	max
7/31Sat		0317/4.7E	0711	1024/3.9F
	1327	1605/2.2E	1902	2156/2.9F
8/01Sun	0039	0402/4.8E	0753	1100/4.0F
	1406	1638/2.5E	1947	2239/3.0F
8/07Sat		0155/2.5F	0459	0748/3.1E
	1112	1413/2.7F	1722	2017/3.3E
8/08Sun	0002	0243/2.2F	0551	0831/2.6E
	1143	1452/2.4F	1757	2059/3.2E
8/14Sat		0147/4.1E	0558	0903/3.1F
	1217	1426/1.9E	1740	2032/2.5F
	2322			
8/15Sun		0242/4.6E	0642	0944/3.6F
	1259	1516/2.4E	1830	2124/2.9F
8/21Sat		0129/3.9F	0440	0721/4.0E
	1045	1342/3.7F	1647	1949/4.7E
	2333			
8/22Sun		0227/3.6F	0542	0812/3.2E
	1131	1431/3.2F	1732	2040/4.6E
8/28Sat		0212/4.0E	0603	0917/3.4F
	1214	1515/2.1E	1802	2102/2.6F
	2338			
8/29Sun		0305/4.1E	0648	0958/3.6F
	1255	1550/2.5E	1849	2147/2.9F



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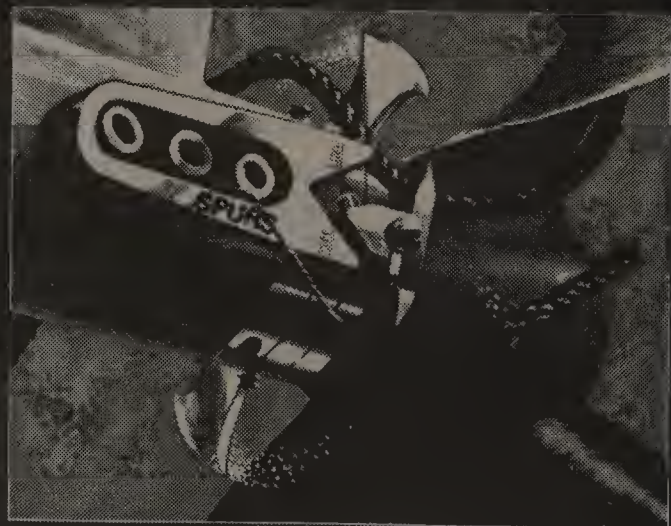
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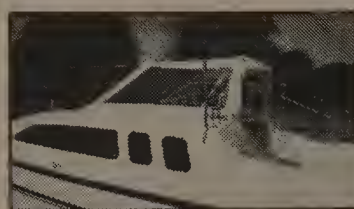
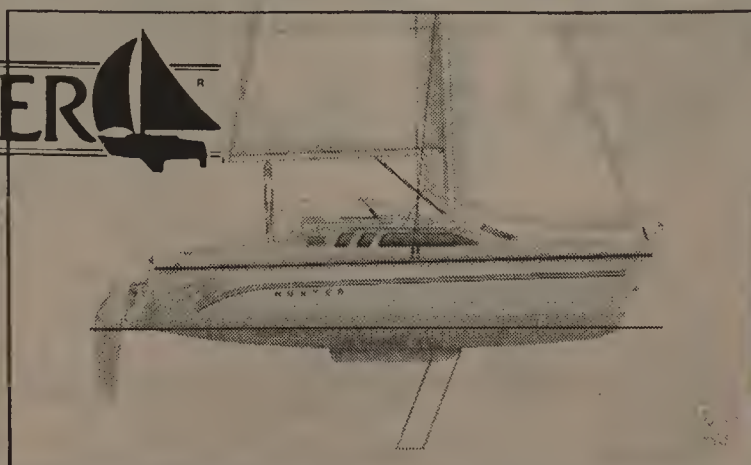
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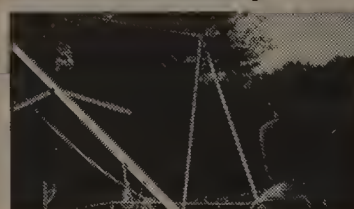
# THE NEW WATER BALLAST FAMILY



Canvas enclosure (optional)



Large cockpit with swim ladder

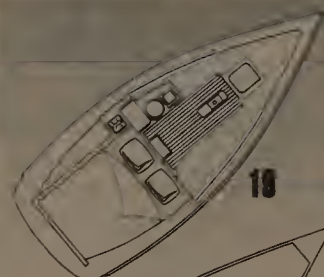


Mast raising system (standard)

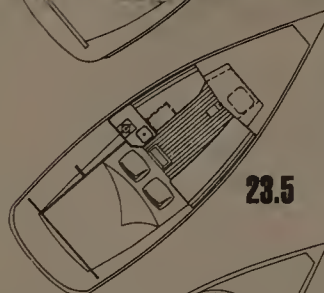


Easy launch design features

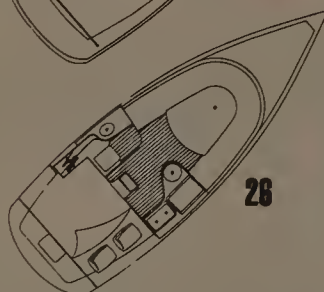
## SPECIFICATIONS



Length	19'0"
Beam	7'9"
Displacement (w/o ballast)	1,500 lbs
Ballast	550 lbs
Draft	14" up/4'6" down
Sail Area	163 sq ft



Length	23'8"
Beam	8'4"
Displacement (w/o ballast)	2,000 lbs
Ballast	1,000 lbs
Draft	18" up/5'6" down
Sail Area	254 sq ft



Length	25'9"
Beam	8'11.5"
Displacement (w/o ballast)	4,500 lbs
Ballast	2,000 lbs
Draft	21" up/6'0" down
Sail Area	300 sq ft

(preliminary)

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Hunter's popular open transom design compliments huge cockpits with comfortable seats, generous storage lockers and built-in stainless swim ladders to allow your family to enjoy time on and in the water.

Inside are surprisingly large cabins with ample berths and space to enjoy your cruising. The new family enjoys a galley, head, plenty of storage space, a large double berth aft and comfortable berths forward.

Water ballast is central to the boats in this family and is key to their sailing stability as well as easy in trailerability. The swing centerboard blends excellent sailing characteristics with shallow draft needs of exploring and cruising.

Once in a great while you come across exceptional values. The sensational low prices on the Hunter water ballasted boats coupled with Hunter's famous Cruise Pac<sup>®</sup> of standard equipment make these boats ready to trail, ready to sail and fun to own.

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## LETTERS

### ⇓⇓ ONLY IF YOU HAVE A LOT OF MONEY

We cruised Mexico a few years ago with just a sextant and a taffrail log, and found our way around just fine. It's true however, that we had to abort or delay a couple of landfalls due to fog and overcast. Depending on the weather, that was either a minor nuisance or a major drag.

I bought a GPS for our trip to Polynesia. It never failed and was always spot-on. I still took a lot of sextant sights, but mostly because I got a kick out of doing it.

But there's also the matter of cost. The GPS cost me \$750. You can get a decent plastic sextant, a Casio chronometer, and a copy of Duttons for under \$150. That would leave \$600 for Corona, Primo, or Hinano, depending on your destination.

Sextants are only "anachronistic" and "overrated" if you have a lot of money. GPS is the greatest, but if you're on a budget, it's not worth delaying your cruise for.

One should also bear in mind that the pin-point accuracy afforded by GPS is of questionable value in areas that haven't been surveyed recently. The U.S. charts of the Marquesas and Tuamotus, for example, are off by as much as a mile in some places.

Dan Peterson  
Tiburon

*Dan — Your cost analysis is interesting — but perhaps incomplete. When your cruise is over, your GPS will certainly have a resale value in excess of \$500. The same won't be true for the beers you consumed. This is just one reason why we continue to believe it's false economy for anyone to sail outside the Bay without a GPS.*

### ⇓⇓ SO BE LOOKING FOR US

Well, this was another year we didn't finish the South Tower Race. The wind and tides were certainly terrible again. Like everyone else, we spent a lot of time going nowhere or backwards. After we ran out of battery power in New York Slough, we had to navigate through Suisun Bay at 0200 without a Loran or depthsounder.

When we reached the weather mark at 1430 Saturday, it was blowing 30 knots. We rounded the mark for a mad dash back to Stockton — and hopefully a win. But we blew out our only spinny at the east end of Raccoon Strait, and shortly thereafter jibed with the preventer on and ripped the boom off the mast. We limped back into Richmond at 1800.

The high point of our race was that we never ran aground — a favorite trick of ours in years past.

Nonetheless, count on us returning for the race in 1994.

Bill Yeargan and crew  
Sea Spell

*Readers — Yeargan and crew have entered the South Tower Race three times but have yet to finish with their Venture 24. Pat Brown, of the South Tower Race Committee and who forwarded the above letter, thinks the Sea Spell guys have something a lot of racers are missing these days — spirit.*

### ⇓⇓ AS SAFE AS ANYTHING AFLOAT

In the May issue you had a letter from Frank Taylor questioning the wisdom of people sailing multihulls. After basking in the sweet glow of seeing his own opinions set in type, I hope Taylor went a little further through that same issue of *Latitude* to read about the 52-foot Tayana that sank off Puerto Vallarta in 90 seconds. Happily, the crew did survive — but only because the boat sank in 90 seconds and not 80 seconds. It was that close. This happened in a "proper" ballasted cruising yacht, which if we are to take Mr. Taylor's word, is the only 'safe' vessel in which to leave the harbor.

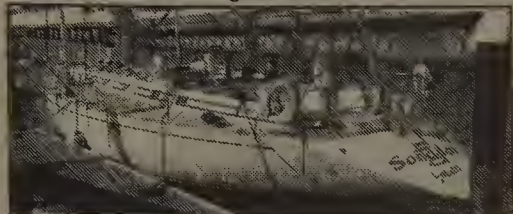
A multihull, designed and built to standards accepted by nearly all experienced multihull designers, cannot possibly sink. No matter what happens, your boat will not disappear to leave you treading water



# SAN FRANCISCO

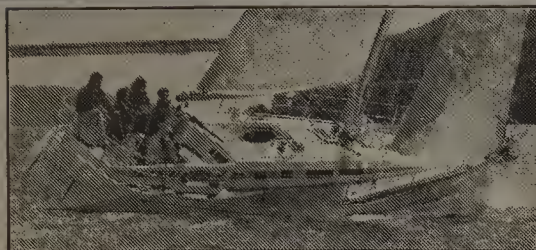
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Classic Sparkman & Stephens design. Ideal for short handed sailing with self-tended jib. Shows light use with low hours on engine. Located San Francisco. Seller negotiable on price.



## NEW SWAN 40

We have sold the first Swan 40 in North America and she is now sailing on the Bay! The ideal Swan for sailing our waters with incredible performance and accommodations of a much larger yacht. Call us for a private appointment to inspect Nautor's latest achievement or see us at the Boat Show in September.

Isn't it time you investigated the purchase of a new Swan? Our prices are now in dollars and lower than what you might expect. Call us today.

Swan 36	(1989)	189,000
Swan 371	(1980)	150,000
Swan 38	(1978)	97,000
Swan 391	(1985)	210,000
Swan 42	(1982)	195,000
Swan 43	(1985)	290,000
Swan 441	(1979)	160,000
Swan 46	(1984)	450,000
Swan 51	(1982)	375,000
Swan 57	(1985)	425,000
Swan 61	(1985)	840,000
Swan 65	(1979)	595,000
Swan 651	(1984)	1,175,000
Swan 90	(1991)	4,000,000

# NAUTOR'S SWAN

Paul Kaplan, Co. 10 Marina Boulevard San Francisco CA 94123 USA Fax 415 567 6725 Tel 415 567 6703

# Cityyachts

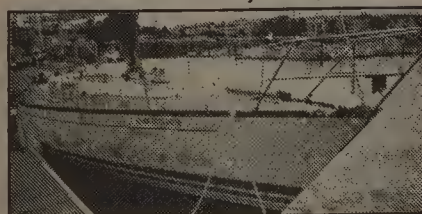
San Francisco's Yacht Broker Since 1969

## SAIL

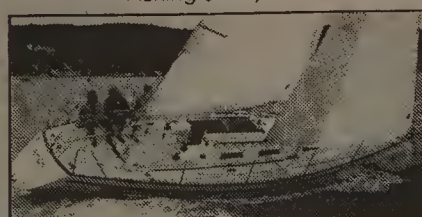
29' J-Boat	24,000
33' Pearson	16,000
34' Cal	26,000
35' Santana	35,000
36' Pearson	120,000
36' Yamaha	54,000
37' Express	98,000
38' Baltic	119,500
38' Hood	139,000
38' Hans Christian	84,500
39' C & C	77,500
40' Tripp	189,500
40' C & C	69,995
40' Cheoy Lee	52,000
40' Challenger	84,500
40' Frers	OFFERS
41' Sceptre (NEW)	239,000
42' Golden Wave	119,000
44' Tanton	158,000
46' Island Trader	120,000
59' Hinkley Sou'West	595,000
63' Cheoy Lee	460,000
84' Custom Sloop	295,000



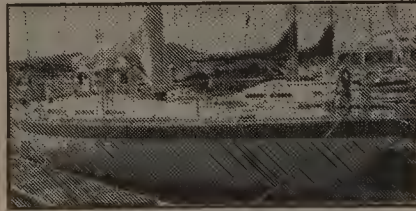
**Cheoy Lee 63 Motor Sailer.**  
World cruiser. Only \$460,000.



**Baltic 38. Exceptional.**  
Asking \$119,500.



**Santana 35. Race ready.**  
Best buy. \$35,000.



**Hood 38. New to market.**  
Asking \$139,000.



**Golden Wave 42. Pristine.**  
Asking \$119,000.

## POWER

25' Skipjack	23,000
28' Carver	35,000
32' Bayliner	59,000
32' Kong & Halverson	69,000
32' Bayliner	57,000
33' Egg Harbor	80,000
35' Bertram	98,000
37' Hatteras	139,000
38' Bayliner	94,500
38' Mathews	45,000
38' Mathews	39,500
38' Sunbridge	135,000
38' Hunter	22,000
41' Chris Craft	145,000
42' Grand Banks	75,000
44' BestWays	189,000
45' Chris Craft	89,900
48' Nordic 480	335,000
49' Albin Trawler	145,000
50' DeFever	130,000
53' Hatteras	330,000
55' Chris Craft	119,000
60' Burger MY	285,000

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## "PROBLEMS ARE OPPORTUNITIES IN DISGUISE."

So wrote Richard Bach in his book, *Illusions*, and remembering his wisdom helped us to focus on the solution to our problem: It's the middle of summer, the best sailing time of the year, and our entry level sailing classes aren't booked solid. This is not a big problem, because our advanced classes are running a backlog, but we're long term thinkers and we know that if new sailors aren't here now, the advanced sailors won't be here later.



To solve our "problem," we've decided to offer a lesson package designed to get new sailors out on the Bay and skippering 30 foot sailing auxiliaries in either two weekends or five weekdays. Normally, this package with all the bells and whistles included carries a retail value of \$1,190.00. But, listen, there's a recession on, and rather than sit around and complain about it, we'd rather do something about it.

So here's the deal: If you want to learn to sail this summer and can show up for classes before October 1, you can have the full package including lessons aboard 24-26 and 28-30 foot sloops with U.S. Coast Guard licensed captains, textbook, logbook, testing and American Sailing Association certifications, for half price. That's only \$595! (Add \$100 if you want weekend instead of weekday classes.)

Sound good? There's more. These classes are guaranteed. If you're not ready to confidently take command of a 30 foot sloop on San Francisco Bay by the end of your classes or can't pass the A.S.A. certification, you may repeat the course or take review classes for FREE until you do pass and are A.S.A. certified!

For more information, a free brochure, or to sign up, just give us a call, toll free, at one of the numbers below.



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*Cityyachts*

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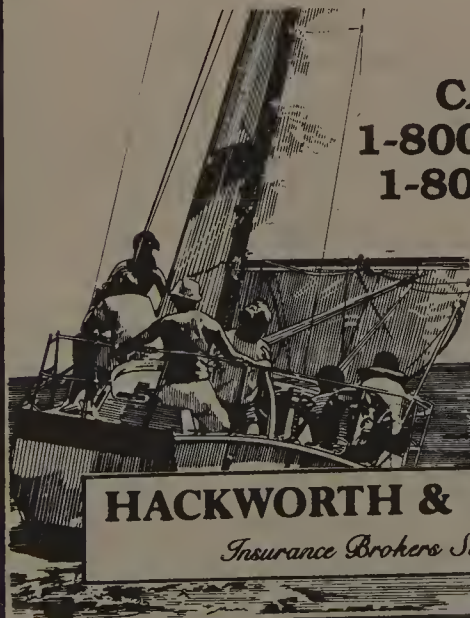
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**TEST  
SAIL  
EVENT  
August 28th**



**J  
80**

This is the latest addition to J/Boats' easy to sail J/Spirit boats. The J/80 combines the fun of performance sailing with the practicality of a safe family boat, at an affordable price. Experience the excitement on the water!

### THE EVENT

**Saturday, August 28, 1993**  
**Encinal Yacht Club • 11:00 to 3:00**

Refreshments provided

**Please RSVP at (510) 522-0545**

We will be introducing a Fleet Building Package at this event in order to offer a "turn key" boat at a special price. While the J/80 has just been introduced, hull number 66 has been delivered, with fleets building in the U.S. and Europe.

If you can't wait to see and sail the J/80, call today to schedule a personal showing.

### OPEN BOAT WEEKEND AUGUST 14 & 15

#### ONE DESIGN

24' J/24, 1981, <i>Imaginatuon</i> .....	12,500
24' J/24, 1980, <i>Vixen</i> .....	9,000
24' J/24, 1981, 1977 .....	10,000
24' J/24, 1981, <i>Strange Crew</i> .....	11,500
24' J/24, 1979, <i>Breakthrough</i> .....	9,000
24' J/24, 1986, <i>Leweck</i> .....	25,500
29' J/29, 1984, <i>Maybe</i> .....	33,000
29' J/29, 1983, <i>Powerplay</i> .....	24,000
29' J/29, 1984, <i>Bad News</i> .....	32,500
35' J/35, 1983, <i>Rival</i> .....	75,500
35' J/35, 1989, <i>Red Line</i> .....	86,000
35' J/35, 1983, <i>Something</i> .....	60,500
35' J/35, 1983, <i>Draco</i> .....	62,000

#### SANTANA

35' Santana, 1980, <i>Amer. Eagle</i> ....	35,000
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#### EXPRESS

27' Express, 1981, <i>Catchit</i> .....	19,500
37' Express, 1985, <i>Flamingo</i> ....	Best Offer
• Buy now for Big Boat Series •	

#### OLSON

25' Olson 25, 1988, <i>Leonora</i> .....	17,900
--	--------

#### SABRE

38' Sabre MkII, 1990 .....	169,000
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#### CRUISER

29' Cal, 1974 .....	19,800
36' Rival, 1985 .....	94,900

#### HI-PERFORMANCE

38' Soderberg, 1985, <i>Svendle</i> .....	39,000
40' Tripp, 1992, <i>Bullseye</i> .....	195,000

#### RACER/CRUISER

29' Ranger, 1974 .....	16,500
30' Chance 30-30, 1974 .....	14,000
30' Olson 911S, 1990 .....	46,500
33' C&C, 1976 .....	25,500
34' Schock 34PC .....	59,000
35' C&C III, 1983 .....	63,000
36' Islander, 1972 .....	45,000
40' Wilderness, 1981 .....	69,950
41' Tartan, 1975 .....	59,950

#### POWER

24' Bayliner, 1987 .....	22,000
25' Bayliner 2452, '93 .....	26,950
34' SabreLine, 1991 .....	179,000
36' Tiara, 1989 .....	305,000
42' Hylas, 1989 .....	189,000
42' Hylas, 1987 .....	159,900

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Don Trask, Chris Carlett, Ed Milano, Art Ball, John Niesley

## LETTERS

looking for debris to clutch.

All right, we've heard all this before. Monos can sink, multis can capsize. But listen and think for a minute. Marine safety is very broad issue that must address risks from a wide variety of sources: from navigational errors caused by crew fatigue to falling overboard, from collisions to anchoring in storm conditions, and, of course, the proverbial 'survival storm' offshore. If we can ignore the arm-waving arguments and look at the facts, several things become apparent:

1) Because of its inherent buoyancy, a well-designed catamaran or trimaran is a survival platform which provides a certain level of 'fail safety'. That is, when everything else has turned to shit at least the boat still floats. The risk and associated fear of sinking is eliminated when you sail a multihull.

2) The accident statistics show that the leading cause of death in auxiliary powered sailboats over 30-feet is — by far — falling overboard. By comparison, remarkably few man-overboard fatalities have occurred in multihull sailboats.

3) Again, by a factor of 10, more boats are lost as a result of them being sailed or dragged onto shore than by storms on the open ocean. Time and time again, multihulls have shown themselves to be excellent 'survivors' of shipwrecks. Light and strong, multihulls can bounce over sandbars and ricochet off rocks — yet all the while standing upright proceeding toward the beach. Yes, you might tear the bottom out in the process, but it hardly makes a difference to the safety of the crew, as the boat just keeps getting pushed ahead by the waves until she ends up high and dry and the crew jumps off and walks away. A few months ago on a sandy coast of New Jersey, a 35-foot Hinckley — another proper, safe yacht — sailed into the surf in the dark in moderate weather; two of the four people aboard were killed.

4) Most multihulls have shallow draft, which aids their owners in finding safe harbors of refuge when a hurricane approaches. Two years ago I was able to get my 52-foot trimaran into a protected mud hole a day ahead of Hurricane Bob, the eye of which came ashore 10 miles from here with 100+ knot winds and 8-feet of storm surge. When I sailed back to my mooring the next day — without a scratch on the boat — I was impressed by the sight of 120 wrecked yachts (out of about 200), some reduced to the size of paper cups.

There is no such thing as the perfectly safe yacht, nor can there be. But when you look at the whole picture, the multihull — if it is designed, built and sailed with the same care and respect for the ocean that has been traditionally applied to yachts and ships — is as safe as anything afloat.

Chris White.  
Chris White Designs  
So. Dartmouth, MA

Chris — We're not going to disagree with you, but we would like to make a few comments.

1) Not sinking isn't enough to assure survival in anything but tropical waters. In the case of flipped or otherwise disabled multihulls, hypothermia is a major threat. We've lost crews from broken up or flipped multihulls both in the Bay and just outside the Gate for that very reason — and damn near lost another in last month's Encinal/Santa Barbara Race.

2) We don't know that there are any accurate statistics regarding the survival rate of monohulls versus multihulls in cases of being driven up on shore and/or in hurricanes. For example, during the Cabo storm of '82, we remember seeing an Olson 40 and a Peterson 44, monohull ultralight and heavy cruising boat respectively, be driven 15 feet up the beach, stay there for days, and be put back in the water with virtually no damage. There were multihulls that were completely destroyed. Similarly, when Lester hit San Carlos last summer, it's our understanding that all but one of the monohulls washed ashore have been repaired while several multihulls ended up, to use your words, "no larger than paper cups". We only bring this up



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SEA TRIAL  
AUG. 21,22

## F-24

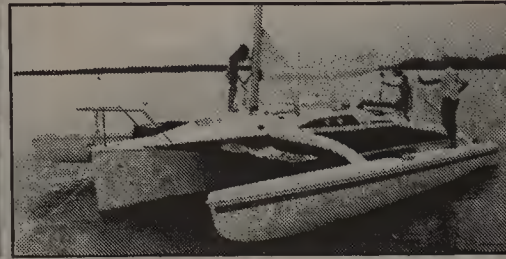
The affordable, fun sportboat from Corsair that showed amazing speed and ability in this year's single and doublehanded Farallones races.



SEA TRIAL  
AUG. 21,22

## F-27

The original tri-hulled fun center. They've been across the Atlantic and Pacific, to Mexico, Alaska, Tahoe, the Bahamas and beyond. Think about where you can take yours.



## F-31

Over 100 people test-sailed the F-31 on the Bay last month. Words like fast, powerful, fun, and spacious come to mind. The current backlog for orders is growing — don't delay.

## SEA TRIAL WEEKEND ~ AUGUST 21 & 22

\* We'll have F-24s and F-27s rigged and ready all day Aug. 21 & 22 for your sea trial. If you agree to purchase during Sea Trial Weekend, Corsair Marine will give you a \$500 rebate!! Offer good this weekend only. Make sure to call to schedule your sea trial.

### SAIL

22	RHODES, '90	.....	SOLO
23	PACESHIP, '78	.....	SOLD
2023	SANTANA, '92	.....	SOLD
24	BALBOA, '81, w/trailer	.....	SOLD
25	CATALINA, '78	.....	8,000
25	US, '82	.....	7,250
27	STILETTO, '81 w/trailer	.....	15,500
27	PACIFIC SEACRAFT Orion, '80	.....	55,000
27	CAPE DORY	.....	28,900
30	TARTAN, '78	.....	23,000
32	FREEDOM, '87	.....	69,500
34	ISLANDER, '84	.....	38,500
38	FREEDOM, '92	.....	149,000
38	HC MKII, '79	.....	130,000
41	NEWPORT, '81	.....	59,000
41	FORMOSA, '71	.....	55,000

45	STARRETT, '79, in Florida	.....	42,000
424	PEARSON, '82	.....	135,000
50	FORCE 50	.....	150,000

### IN SAUSALITO

39	C & C, '73	.....	87,500
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### MULTIHULLS

F-24	#58, Alameda	.....	43,395
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### BROKERAGE LISTINGS

F-27	#62	.....	49,500
F-27	#96	.....	53,900
F-27	#121	.....	59,500
F-27	#102	.....	54,900
F-27	#187	.....	SOLD for \$58,000
F-27	#200 Hawaii, must sell	.....	\$2,000
F-27	#302	.....	62,000
F-31		.....	89,900

### TRIMARANS

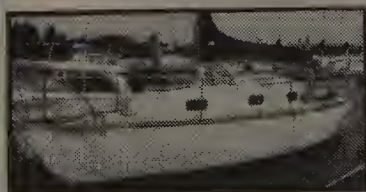
50'	DUFOR	.....	75,000
38'	NEWICK	.....	62,500

### CATAMARANS

38'	PARALLOX	.....	198,000
30'	PARALLOX	.....	90,000

### POWER

	BOSTON WHALER, '87	.....	13,000
16	C-DORY, .....	SALE/8,773	
22	C-DORY, .....	SALE/27,250	
40	LUHRS	.....	99,500
46	BERTRAM, Sport Fisher	.....	179,000
48	UNIFLITE, Sport Fisher	.....	235,000



CAPE DORY 27 \$28,900

### BOAT OF THE MONTH



50' FORCE Just Reduced!  
\$150,000

### Multihull of the Month



38' Newick Trimaran \$62,500



FORMOSA 41 \$55,000



81 STILETTO CAT \$15,500



## Boys Scout Donations for Sale



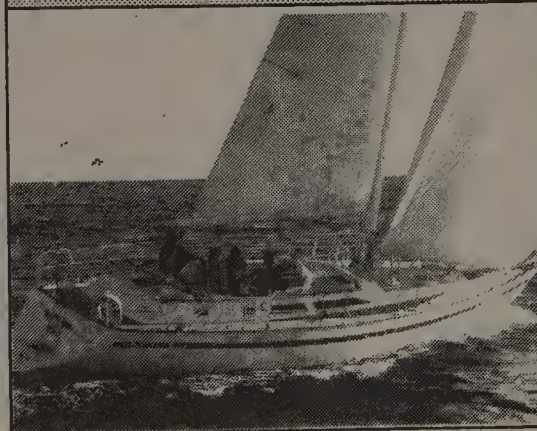
Cape Dory 25 ..... Make Bid  
US Yacht 25 ..... Make Bid  
Columbia 22 .... Sold for \$2,250  
Buccaneer 21 ..... Sold for \$850  
Hobie Cat 16 ..... Make Bid

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## FREEDOM ★ YACHTS ★



## TASWELL 43







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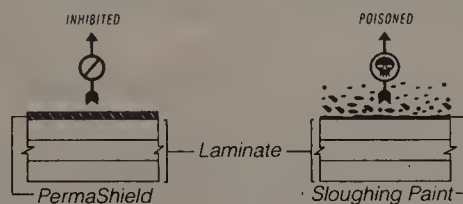
INTRODUCING **PermaShield**

MARINE COATING



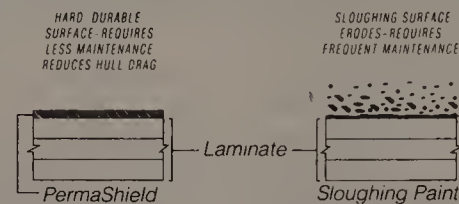
## PermaShield won't harm the environment.

PermaShield is a hard, durable, non-sloughing finish which – when cured – contains no toxic chemicals or compounds. Unlike copper bottom paint, which is the current industry standard, PermaShield causes no harm to the environment.



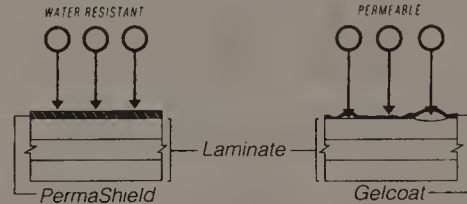
## PermaShield retards marine growth & prevents corrosion.

PermaShield retards marine growth, reducing hull drag. It contains millions of cupronickel particles in an epoxy resin matrix. This combination yields a finish which doesn't erode like sloughing paints yet is effective in preventing growth below the waterline.



## PermaShield inhibits blistering

The epoxy component of PermaShield is virtually water-proof. Once applied, your boat will be protected from osmosis by a tough, long-lasting barrier.



## PermaShield protects your investment • PermaShield offers many benefits.

- Prevents blistering in fiberglass hulls
- Creates no environmental hazard
- Inhibits marine growth
- Resists abrasion and impact
- Provides tough, trailerable durability
- Maintains effectiveness in storage
- Permits in-water maintenance
- Protects dissimilar metals from corrosion
- Applicable to any surface
- Produces less drag, lowers fuel consumption
- Creates mirror-like finish for racing
- Includes five-year transferrable warranty

As a boat owner you know how the pleasure and satisfaction of weighing anchor are tempered by the cost of maintaining your vessel. The maintenance of your boat below the water line can be particularly difficult and expensive.

American Marine Coatings developed the PermaShield system to protect and preserve your vessel more effectively than any other product on the market. Our product is so durable and reliable that we back PermaShield with a five year warranty.

PermaShield is formulated from the most effective water barrier in the marine industry – our unique epoxy resin and the most accepted material for below water line protection – cupronickel alloy – successfully marrying these compounds together to create an incredibly effective protective sealant.

Once applied, PermaShield yields a hard, durable surface which resists water and inhibits marine growth. Developed for use with a wide variety of materials – wood, fiberglass, aluminum, steel and even rubber – PermaShield works equally well when applied to any of these surfaces.

PermaShield has important environmental benefits. It is a non-sloughing formula which contains no metal oxides or hydroxides. With PermaShield protecting your hull you can enjoy your boat without damaging fragile marine ecosystems.

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# Discover a Legend

## HUNTER 35.5

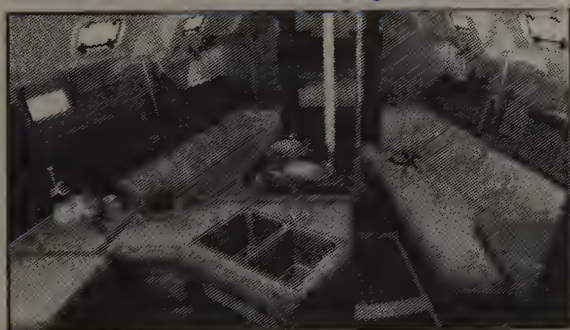
### Join the One Design Fleet



## Safety



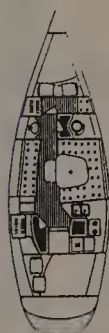
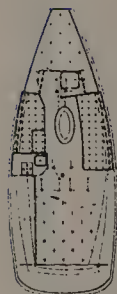
## Family



## Value

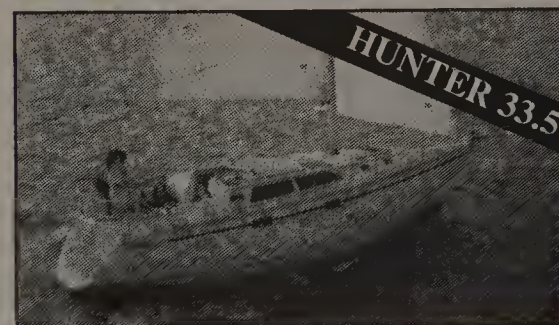
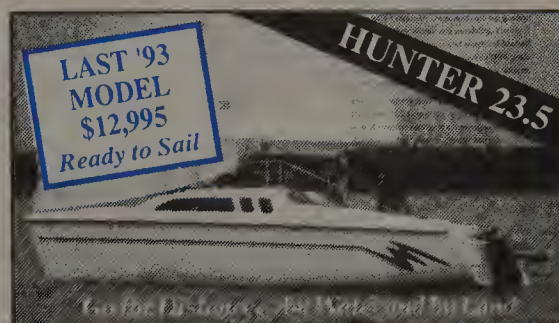
Compare the value and integrated design of the well-equipped 35.5 with other sailboats.

Standard features include grid beam construction for tremendous strength, bulb-wing keel for stability and performance, fractional rig with full batten main for increased performance, plus sail flaking, single line reefing and furling system to simplify sail handling.



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Every person at Hunter Marine pledges 100 percent effort to provide you with:

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- A boat designed and built with innovation and premium materials.
- A company with the resources and experience to stand by its product, and its customers.
- A toll-free customer hotline so we can respond quickly to your needs and suggestions.
- A one-year limited warranty and five year 100 percent bottom blister protection.

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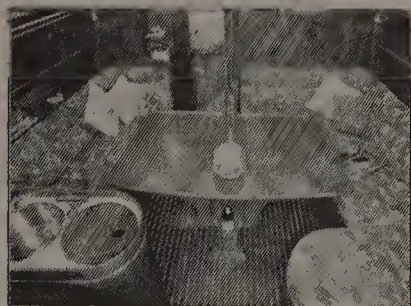


# Moody

Performance Cruisers



Widely regarded as the leading exponent of high performance centre cockpit cruising, Moody is proud to introduce the new 38, perhaps the best example yet of this unique blend of enjoyment, practicality and style. With her remarkable hull dynamics, powerful, easily handled rig, imaginative deck layout and superb saloon/three cabin accommodation, the Moody 38 promises more cruising pleasure than any other boat in her class.



**Cockpit sail control**  
Ease of handling begins on deck, where roller furling genoa and mainsail come as standard, with all control lines led to jammers and winches in the cockpit. You never need to go up on deck to take in a reef.

**Relaxing and reassuring**  
The cockpit itself is spacious, comfortable and very well protected, with high coamings

to enhance the natural protection afforded by its central position, and a bathing platform in the transom.

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## LETTERS

to wonder where you get your statistics from.

As for surviving hurricanes, we're glad your boat fared well in Bob. But multihulls don't always do as well. You might remember a Sightings piece we ran last year which showed the damage done when Iniki picked up and hurled a 40-ft catamaran through the bridge of a Coast Guard Cutter. If we remember correctly, another multihull was picked up and blown a mile or two inland.

3) Are you comparing apples and oranges? When you say "remarkably few" people have died falling off multihulls, to our knowledge remarkably few people have died falling off any kind of boat — and there are what, a couple hundred times as many monohulls as multihulls? Again, we'd be interested where you get your statistics.

We suppose all this is our way of saying we think the important factors in safety and survival at sea are, in order of importance: 1) good seamanship, which usually consists mostly of good judgement; 2) good maintenance of the vessel, 3) how hard the vessel is driven, 4) how well the vessel was constructed, and somewhere down in about 94th position, how many hulls the vessel has.

### WHAT REALLY HAPPENED

We're currently in Costa Rica anchored at the Jungle Club in Golfito, and have just seen your article on Bill Forrest in the June issue. We're all happy to hear that Bill is alive and well, but felt that there are a few things from the story that need to be corrected.

The crews of *Delphina*, that's us, Lars and Nancy, and *Halcyon*, Jack and Janet, were the ones who found Forrest's *California Girl* on the rocks the morning of April 30. So the story that follows is a true account of what happened after he fell overboard.

The previous day at about 1500, Lars and Jack were fishing in the dinghy just outside the anchorage at Bahia Huevos when they saw *California Girl* sail by. They observed that no one was in the cockpit, but knowing Forrest was singlehanded, they didn't consider this unusual. Singlehanders often go below to do things and let the autopilot steer. Anyway, *California Girl* was humming right along at about 5 knots. Lars and Jack remember her mainsail was up, because they noticed it had a logo they weren't familiar with.

When we left the anchorage the following morning, I saw the top 25% of a mainsail sticking up out of the water at the reef near the entrance. We stopped our boats to see what it was. Recognizing the unusual logo on the mainsail, Lars immediately knew it was *California Girl* that had sunk. He and Jack put on scuba gear and dove on her to see if Forrest — or anyone else — was below and to try to find clues as to what happened. Meanwhile Janet, who speaks perfect Spanish, called the Coast Guard and asked them to come.

The water was calm that day and the guys found *California Girl* sitting upright on the bottom. They couldn't get inside the boat through the main hatch, so Lars climbed inside through the forward hatch. Everything seemed normal and there was no body below. A single small hole in her hull is apparently what caused her to sink. The only other noticeable damage was that the lifeline was broken on one side.

After this information was passed on to the Coast Guard, we asked permission to help in the search for Bill. The Coast Guard agreed and said they would be along soon. We also put a call out on channel 16 for other boats to help in the search, as we knew there were about 20 in Playa del Coco. We weren't surprised that the Costa Rican Coast Guard never arrived, but we were both very disappointed and angry that none of the other cruisers were willing to help. So it was that only *Halcyon*, *Delphina* and *Windsong* set out across the Gulf de Papagayo to try to find Forrest.

The crew of *Wanderin' Star* reported they had seen *California Girl* at 1230 on April 29 at Bahia Murcielagos. The boat was changing course for Playa del Coco, so we knew Forrest had been aboard at that time. We searched this entire area, but found nothing but dead turtles. We were quite sure there was no one in the water when we



"I wouldn't have traded my Pacific Seacraft Crealock 37 for any other boat in the world. Until they came out with the 44." *Wayne Braud*

## A Tale Of Two Boats

How the resale value of a Crealock 37 enabled the purchase of the new Crealock 44.

Wayne Braud, President of XL Corporation, an adhesives manufacturer, recently bought the newest yacht from Pacific Seacraft Corporation, the Crealock 44, Hull #1. However, Wayne is no stranger to Pacific Seacraft. Two years ago, he bought a Crealock 37.

"I did look at a lot of other boats before I found the 37," says Wayne, "but when I got to Pacific Seacraft and the 37, I stopped looking. And being an engineer, I liked Pacific Seacraft's good, solid engineering. I admire and enjoy Bill Crealock's philosophy of designing for safety. While I want to go as fast as I can, I want to be sure I get there."

"In the two years we had the 37, my wife and I have cruised to Bermuda, the Bahamas, Florida Keys, off the coast of Mexico, around the western tip of Cuba, the Tortugas and the general eastern seaboard. I didn't get to do as much as I wanted though, because, after all, I still work for a living."

"I did want a little more room, but I wouldn't have traded my 37 for any other boat in the world...until they came out with the 44," says Wayne.

"We had kept the 37 in mint condition. We did the outside teak every three months. Everything worked perfectly. Nothing was worn out or broken. All the bronze hardware was excellent. It looked as good as the day I bought it. It was up for sale for three weeks and the first guy that looked at it bought it."

"I got what I paid for."

"I thought I must've asked too little because they didn't even dicker with me. I didn't come off on the price or do anything. I'm a horse trader by nature and I hate when people take me up on my first offer," confides Wayne. "They didn't balk. It was a young couple from Minneapolis and they were just getting into sailing and they wanted a good, safe

boat. His wife was very meticulous and wanted everything perfect and safe."

**The Crealock 44 is built for life at sea.**

Now Wayne is enjoying his Crealock 44 and looking forward to longer cruises, a bit more room and lot more luxury. "When you get to our age and position, you want to travel in as much luxury as you can afford. The 44 is perfect for us because it has the extra stateroom and the space for all the nice touches like air conditioning."

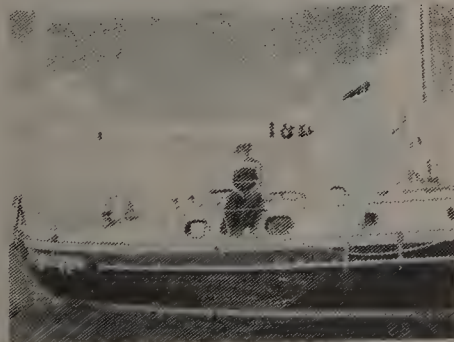
"In fact, I spoke to Bill Crealock when he was designing the 44 and I suggested he put the two heads on opposite sides of the boat because I found that using the head was difficult when the boat is heeled over," relates Wayne. "He obligingly made that change and a few other minor things I asked for."

"I sailed the 44 during the sea trials in California and although it's a larger boat than the 37, I found it to be at least as nimble as my 37. If it treats me as well as my 37 did, I'll be extremely happy."

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Interior of Wayne's new Crealock 44

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Wayne Braud at the helm of his new Crealock 44, during sea trials off Newport Beach, California.



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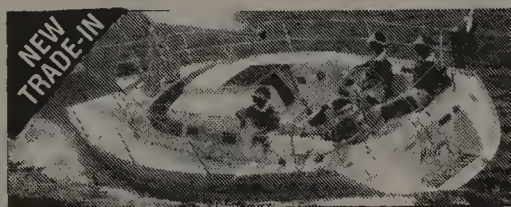
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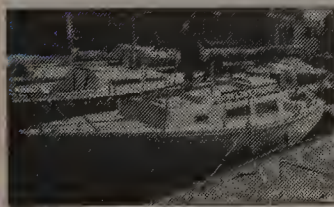
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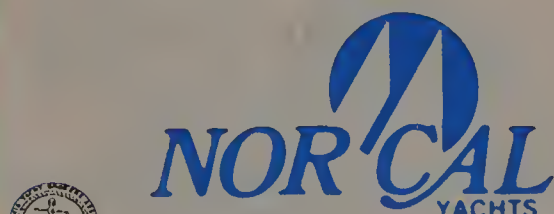


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## LETTERS

called off the search and turned back at dusk.

Later that night we were hailed on VHF and told Forrest's body had been found and his skull had been bashed. The Port Captain wanted to see us first thing in the morning, as he suspected foul play. This obviously turned out not to be true, but it wasn't the last of the wild rumors and stories that began making the rounds.

The last facts we know are that a local diver was sent to remove equipment from the boat two days after the boat sank, and that a search plane made a single pass three days later. Apparently there wasn't much left, as *California Girl* had been ripped off while we'd been out searching for her skipper. Neither the Coast Guard nor any of the cruisers kept a watch over Forrest's boat.

We hope Bill reads this story because he should know what really happened instead of having to rely on second hand information. We wish him well and are sorry for his loss.

Lars and Nancy Heinesen  
Golfito, Costa Rica

*Lars & Nancy — We at Latitude salute you and the crews of Halcyon and Windsong for your efforts in trying to located Forrest. It was in the best traditions of the sea — too many of which have obviously fallen by the wayside.*

### ↑↑WE'VE NEVER HAD THIS KIND OF TREATMENT

We're writing this from Isla San Francisco, just north of La Paz, where we spent about a month. We don't know what you might have printed about Sea of Cortez Race Week, but several people down here told us our story about being T-boned would be written up in *Latitude*.

Let me first say this: the organizers of this event did a superb job. We can see why cruisers come from all over Mexico to enjoy it.

Now about the third race. Yes, we were hit at the starting line by a boat on starboard tack as we tried to start on port tack. Yes, we took the blame for the collision and dropped out. We also took the blame for the damage — which was limited to our boat.

Do we think the other skipper could have avoided the collision? Yes. He hit us in the stern quarter three feet from our transom. Nonetheless, we visited his boat immediately after the race was over to make sure his boat hadn't been damaged. To my knowledge, he never came to check on our boat. Your readers can draw your own conclusions about the incident, which actually isn't my real reason for writing.

We talked to several yachties about whether we should get the damage fixed in Mexico or wait until we got back to the States. The damage — four feet of teak rail needing to be replaced, an 18-inch gash in the hull, lifelines gouged, one stanchion bent over and the stern pulpit bent in — was all above the waterline and not structural.

Since we don't even like to go around with dented fenders, we went to the Big Aboroas yard in La Paz to get an estimate and see what kind of work they had done on other boats. We were favorably impressed with the beautiful job they'd done on a Rafiki 35 that had been damaged in *Lester*, and with a another boat they'd painted four years earlier. In short, we wondered how soon they could start work on our boat. They said they could complete the job in four days with the boat still in the water, and that they would hold to their estimate.

Seven days later the job was finished at the agreed price of \$700 with no charge for use of the dock or extra days. They did a beautiful job of matching the paint on the new non-skid areas and the carpentry on the toe rail was outstanding. True, it took them a little longer to complete the job than they figured, but so what if their siestas were a little long?

We have never gotten this kind of treatment at the yards back home, where there always seem to be extra charges of one sort or another. The fact that we didn't need to be hauled out and that there was no charge for lay days really surprised us. Our thanks to all the Mexican workers and Enrique the general manager for a fine job.

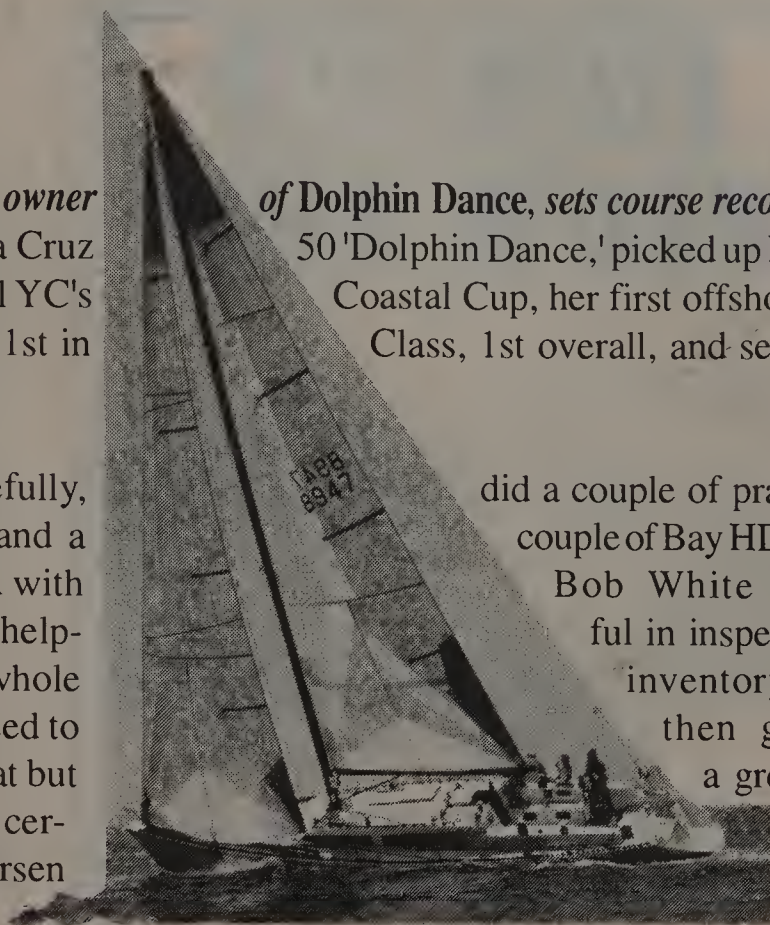


# Race...

*Dave Sallows, new owner*

Dave Sallows, the new owner of the Santa Cruz boat and headed for the race course. In Encinal YC's race with a new owner, Dolphin Dance took 1st in new course record.

Of course Dave went through the boat carefully, twice races (including the Farallones Race and a races) before heading offshore, and consulted with Larsen Sails. Dave comments, "Bob was very helping our sails and thoroughly briefed us on the whole intended uses, wind ranges, etc. I was impressed to aboard and find I'd bought not only a great boat but suit of sails. Dolphin Dance and myself have certainly been done right by Bob White and Larsen Sails".



*of Dolphin Dance, sets course record!*

50 'Dolphin Dance,' picked up his Coastal Cup, her first offshore Class, 1st overall, and set a

did a couple of practice couple of Bay HDA Bob White of full in inspection inventory's then get a great

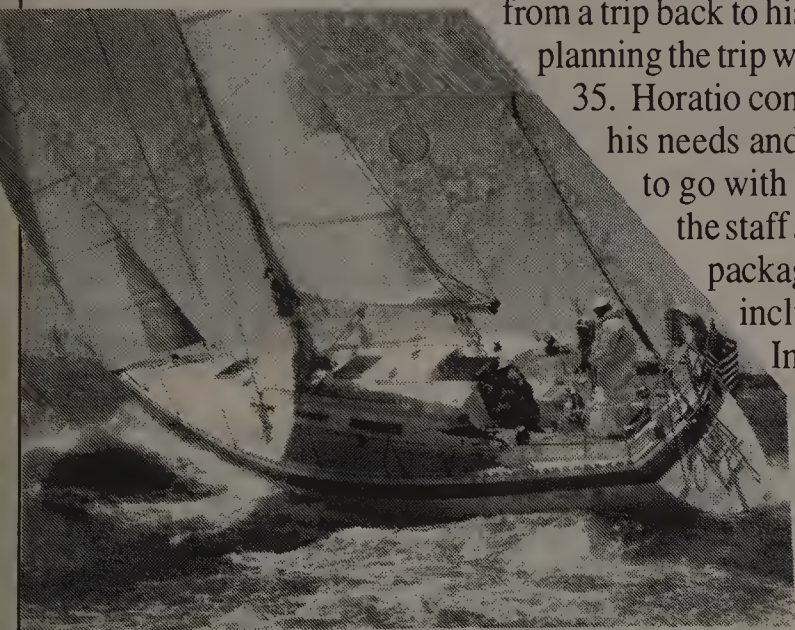
# ...Cruise

*Horatio Neves, owner of Gaivota, returns from sail 'home'.*

Horatio Neves, a native of the island of Pico in the Azores and current resident of Fremont, recently returned from a trip back to his homeland under sail. One of his major considerations for planning the trip was a new suit of cruising sails for his eight year old Pretorian

35. Horatio considered most of the Bay area sail lofts and after discussing his needs and getting quotes for a new suit of cruising sails he decided to go with Larsen sails. Horatio stated "I was really impressed with the staff at Larsen and Bob White was very helpful putting the whole package together. We ordered a complete set of new sails including storm sails, spinnaker and new Harken roller furling.

In the 26,000 miles of sailing over two years to the Azores and back the sails performed flawlessly." In fact, Horatio says the sails are still in great shape and he'll be using them for local sailing and cruising on the West coast. Horatio reflects "After all that sailing I know I made the right decision in going with Bob White and Larsen Sails."



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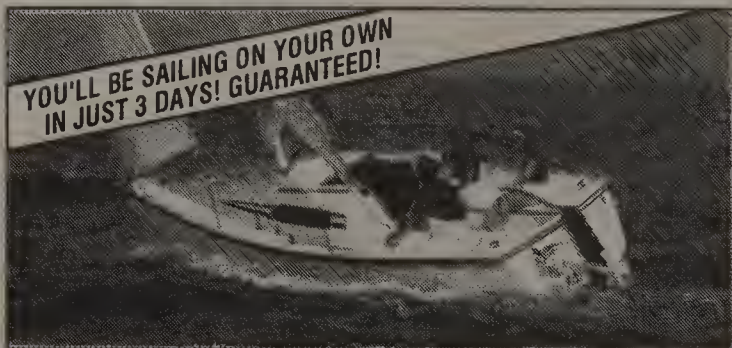
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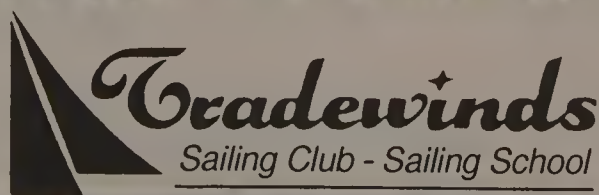
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## LETTERS

We'll soon be back in the Bay Area with a 'whole' boat and many good thoughts about our seven months in Mexico.

Harvey and Marion Kent  
Setting Sun, Richmond YC

Harvey & Marion — In the last year or two we've been getting very favorable comments about the work done at Mexican boatyards. While coming up the coast of Mexico last month, we had — for reasons we can't admit — to haul out at Baja Naval in Ensenada. We were more than pleased with the fiberglass work and painting they did to repair damage suffered during a race in the Caribbean. They also did some metal work on our exhaust that was of fine quality.

Since we weren't at Race Week, we obviously can't comment on the T-boning you were involved in. But in general — and despite the fact that all boats are charged with avoiding contact — port tacking starters are going to have a hard time finding much sympathy.

### ↓↑THE SOUTH HAS NOTHING ON THE DELTA

I'd like to tell you about some Delta hospitality I was the recipient of in June.

As a new boatowner I made my first excursion up to the headlands of the formidable San Joaquin River in my Newport 28 *Rhythm & Blues*. The first part of the trip went well and the pace of living seemed to slow with each mile deeper I got into the Delta.

The first problem that I encountered occurred after fueling at a marina next to Ladd's Boat Yard. I went to put the engine in forward and nothing happened. I immediately looked down in the engine area and saw water pouring in through the drive shaft. Come to find out, the drive shaft had disconnected from the engine coupling.

It was at this point that I encountered my first experience of true Delta hospitality. The guy working the fuel pumps helped me tie off the boat until I could regroup and decide what to do. Howard the Harbormaster offered me free berthing until I could contact a boatyard the following Monday.

The next day I moved the boat over to Ladd's Boat Yard and spoke with Ni Orsi, the manager. He gave me an estimate. Although the price seemed fair, the boat would have to come out of the water and I simply didn't have the money then. Well, not only did the shop foreman, a fellow named Guido, allow me to tie up to the dock for two days, he even lent me the tools to make an adequate repair for the return trip to Redwood City.

Overall, the trip was a great learning experience. Originally from Alabama, I'm accustomed to hospitality. But the South has nothing on the Delta.

Tom 'Dutch' Dutcher  
Redwood City

'Dutch' — A tip of the Latitude hat to those folks for treating you so well.

### ↓↑THE KEY TO SAFETY WAS NOT TO BE FOUND

It was a nice breezy Sunday afternoon when all of a sudden my boat *Sabra* and myself found ourselves in a 'dead calm' situation.

The 'calm' was because there was no wind whatsoever. The 'dead' because I was in the midst of the shipping channel under the Bay Bridge — and the engine key was nowhere to be found.

It was the crew of the *Islander 28 Chaitlin* who towed me out of trouble. I forgot to thank them appropriately. If they'll call me at (510) 235-4644, I'll be able to find out where to send the wine.

Michael Katz  
*Sabra*  
Pt. Richmond

Michael — We're glad you're not dead and that the crew of the *Islander 28* was nice enough to tow you out of potential danger. For future peace of mind, you might want to have someone show



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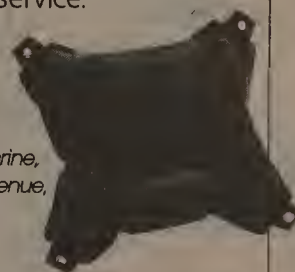
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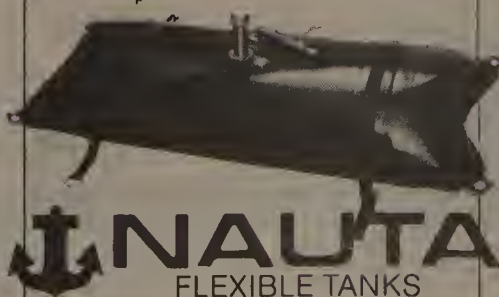
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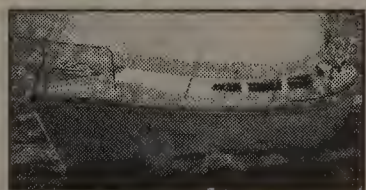


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## LETTERS

you how to quickly start your engine without a key. If you lose or drop your keys in the water as frequently as we do, it comes in handy.

### WHEN & WHERE

I plan to join a friend on his sailboat in the Sea of Cortez for two weeks in either September or October. My questions are when and where I should do this.

It has been suggested that I go down in early September, join the boat in Guaymas and then leave the boat in Loreto.

Are there better places to fly in and out of? Or should I try to get to La Paz by boat or bus and return from there? I don't think I want to take the bus from Baja Sur to Tijuana.

This is exciting! I'm going cruising instead of reading about it in magazines.

Tom Hughes  
Moraga

Tom — We would strongly urge you to schedule your trip for middle to late October when the blistering heat of summer has subsided somewhat. Baja in early September has a climate not that different from hell.

We further suggest you join the boat in Loreto and get off in La Paz. Not only is there air service to both those locations, but the Loreto to La Paz stretch of coast offers excellent cruising.

### REDUCING SAIL

On the Fourth of July, I went sailing aboard my Coronado 25. It was blowing 30 knots with gusts to 40, and naturally there was a fair chop.

I paid particular attention to the different sail combinations people used to handle the strong winds. There was a great deal of variation.

Some people used a jib and a main with no reefs. In general, these were the boats having the most trouble. Other vessels sailed under jib alone. They seemed to be doing all right, but their upwind progress was slow. Still others used either a reefed or unreefed main with no jib. They seemed to be doing reasonably well. Finally there was a group that used a reefed main with a jib, and they were doing well.

After observing these approaches, I decided to try the jib alone approach. Tacking up through Raccoon Straits with an ebb tide taught me that this approach wasn't very effective; I couldn't make enough headway to negate the effect of the tide on the rudder. I switched to the reefed main with a jib and had good results the rest of the afternoon.

My question is, what's the best sail plan for such conditions? I've always heard that the best plan is to reef the main once or twice as conditions require and use a jib. If less sail area is required, dropping the jib is the next choice.

Given that a lot of boats were getting into trouble, it seems that a lot of other skippers might benefit from some advice on this subject.

Don Pearson  
Tiburon

Don — There are all kinds of variables such as the boat, the sails, the rig, the chop and so forth. But assuming your inventory consists of a main with two reefs, a 95% jib and a 135% jib, we'd suspect the following would be about right:

1-10 knots; big jib and full main.

10-14 knots; big jib and single reefed main.

15-18 knots; small jib and full main.

19-22 knots; small jib and single reefed main.

Over 23 knots; small jib and double reefed main.

Over 30 knots; drop the jib and proceed back to your berth under a double-reefed main.

As we said, there are lots of variables, so it's up to each boat owner to figure out which sail combination works best for his or her boat and sail inventory. In general, however, the important thing is to keep the

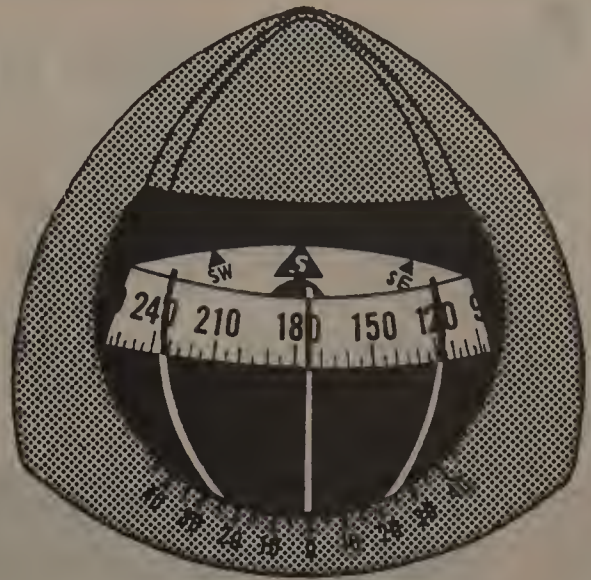


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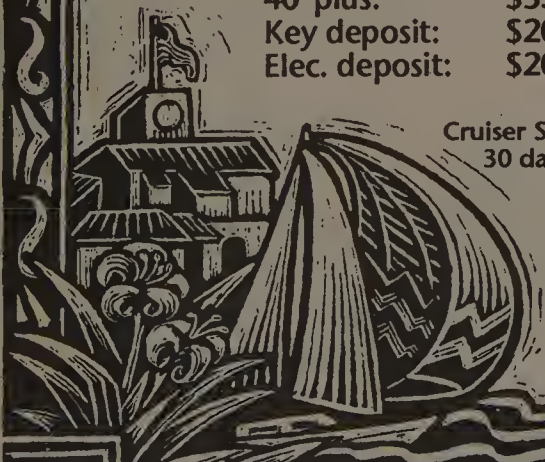
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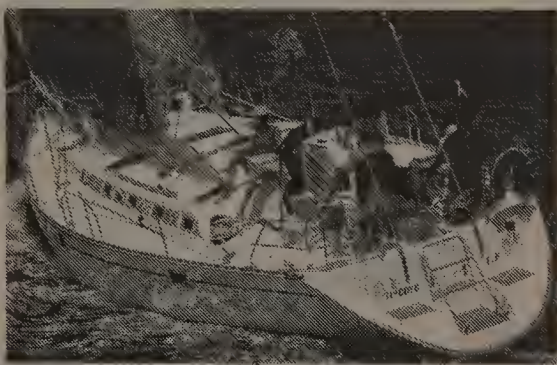




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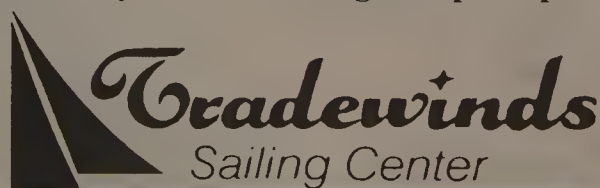
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## LETTERS

boat balanced. In order to do this, you almost always have to have both a headsail and at least part of the main set. Without both, you're either going to be missing power or pointing ability.

Be careful when watching what others do. Because of lassitude, hardly anybody on the Bay reefs as soon as it's best for their boat. The rule of thumb is that you should reef as soon as the thought crosses your mind. Sailing on your ear is not only uncomfortable, it's slow.

### II HOPE I CAN RETURN THE FAVOR SOME DAY

Who says sailboarders don't owe a lot to big boats?

A case in point. On Sunday, June 27, my boardsail broke down on a cool and blustery day after being caught in a wind hole near the North Tower of the Golden Gate Bridge. I quickly found myself drifting towards Alcatraz at 5.3 knots and unable to water-start.

With more than 10 years experience, I consider myself a fairly proficient windsurfer. But conditions were very demanding that afternoon, and a broken in-sail camber reduced my starboard tack to a broad reach at best. As such, I was prevented from making any progress to windward in an attempt to get back to Crissy Beach at the height of the late afternoon max flood.

After sitting in the water for nearly an hour and nearly freezing to death, I flagged down the Catalina 30 *Sundance II* which was being skippered by Newt Danford with an affable crew of Stan, Bonnie and Cathy. After several passes through heavy chop off Alcatraz Buoy, they were finally able to lasso me and my equipment. After hauling the works aboard piece by piece, they fed me beer and cookies and told jokes until I warmed up a bit.

And talk about good fortune, they happen to berth the boat near the St. Francis YC, about three blocks from where I was parked. So I made it home easily.

Much thanks to Newt and his lovely crew for the hospitality — not to mention their saving my skin. I hope I can return the favor someday.

Edwin Oviatt  
Sausalito

Edwin — What goes around, comes around. During the recent Lipton Cup, a boardsailor picked up a dazed crewman who'd been knocked off Swiftsure, possibly saving his life. For more details, see The Racing Sheet.

### II THERE WERE FEW DULL MOMENTS

Thank you for the mention in the July issue of our perseverance in the Santa Barbara Race. But I'd like to clear up the mystery of why we continued.

Yes, we knew there was no hoist at Morro Bay, but that was not the reason for our continuing south. As did so many others, on Saturday we figured we were too far north to finish within the deadline. But we'd come to sail — so sail we did!

While we were becalmed on Saturday, we had some of the best nature viewing that any of us had ever had. Humpback whales may be considered 'common marine mammals' by y'all, but for we Texans it was pretty big time! We were surrounded by them for over 24 hours. In addition, we saw sea lions continuously from Santa Cruz to Santa Barbara, turtles, a shark (allegedly) and many porpoises. I can assure you that there were few dull moments for us, even when the going was slow.

The wind picked up the farther south we got, and by the time we passed Point Pedernales we were broad reaching at eight to 10 knots. At Point Arguello the wind began to build, and by the time we rounded Point Conception we had 20 to 25 knots of wind and a great ride all of the way to Santa Barbara.

There was gnarly chop and acres of kelp south of Point Conception, so even though it was blowing hard, our speed came in spurts. Our top was 17 knots. We took the only water on deck of the



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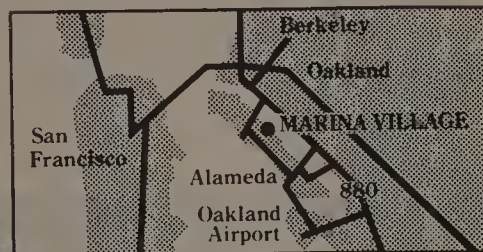
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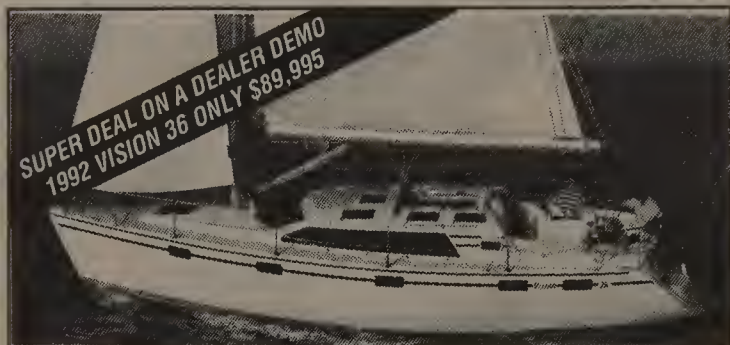
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## LETTERS

trip during one of those spurts when we surfed across one wave and through the next! Fortunately, we were only soggy for the last four hours of the race.

At Santa Barbara Point the wind came around from the southwest and we poked our way into the harbor just before midnight. We were delighted to find Brophy Brothers still open and serving cold beer.

All in all we are not sorry for making the trek out West for this race. We had a blast and for the most part the people were hospitable — especially Dave Hodges and Arch Montgomery at Santa Barbara YC. While we were somewhat disappointed in the wind conditions, our 'nature adventure' made up for it.

We've read Keith MacBeth's promise of wind for next year, so maybe we'll give this race another chance. Our team, Wendell Gregory, George MacDonald, Mike Day, and I all wish to thank the Santa Cruz and Santa Barbara Yacht Clubs for hosting such a (potentially) fun regatta.

Leta Mauch

Runnin' Blues, Moore 24 #108  
Dallas / Grapevine, Texas

### CELESTIAL NAVIGATION STILL HAS A PLACE

As much as I enjoy your magazine, I must take issue with your glib dismissal of celestial navigation as "frequently useless." I refer to your editorial comment after Ernie Copp's letter in the July issue.

True, celestial navigation can be a pain in the neck, particularly when the weather doesn't cooperate. Even when the weather conditions are conducive to decent sightings, obtaining a reasonably accurate fix is still far less convenient — and usually less accurate — than plotting one's position directly from a SatNav or a GPS.

Celestial navigation also demands — unlike electronic position fixing — that the navigator keep a reasonably accurate dead-reckoning track. Without the DR track, accurate celestial navigation is next to impossible — and therein lies the rub!

By dismissing celestial navigation as "frequently useless", you abet a growing tendency for navigators to avoid the discipline of maintaining a DR track. After all, with accurate fixes miraculously available from the electronic black boxes, why bother with plotting a DR track? When we know that such a track is subject to all sorts of errors, i.e., set due to current or leeway, sloppy steering and compass error, it's usefulness must surely be in doubt.

I think the answer can be found in the same July issue of *Latitude*, wherein you relate how two sailboats were grounded — one of them ending up a total loss. Both of these mishaps illustrate the need for maintaining a DR track rather than placing excessive reliance on electronic navigation aids.

In *Sightings*, I was saddened to see the beautiful C&C 48 *Aspella* aground and partially submerged on a reef off Virgin Gorda. Without having all the details, it appears that a DR track was not being maintained. As a result, the crew belatedly discovered that they were "being set like crazy." Surely a DR track, updated hourly by the GPS, would have shown the excessive set in plenty of time to prevent the loss of the boat.

Concerning Mr. Maroth's solo crossing of the North Sea in his Panda 34 *Sea Marva*, I am sure he was very happy to at least have his DR track available when the "infallible" GPS system on which he was depending shut down for "adjustments." True, his track wasn't very accurate, but it was surely a whole lot better than nothing.

Similarly, even the professionals aboard the cruise ship *Queen Elizabeth II* failed to follow time-honored DR procedures. When the ship ran aground off Cuttyhunk Island, Massachusetts, last August, the spin-doctors put out the notion that it had hit an uncharted rock. What they did not say was that the ship was behind schedule and the captain had ordered an increase of speed to 25 knots.

The National Transportation Safety Board investigators also found that the navigator had failed to extrapolate the ship's DR track following a course change. Had he done so, he could have informed



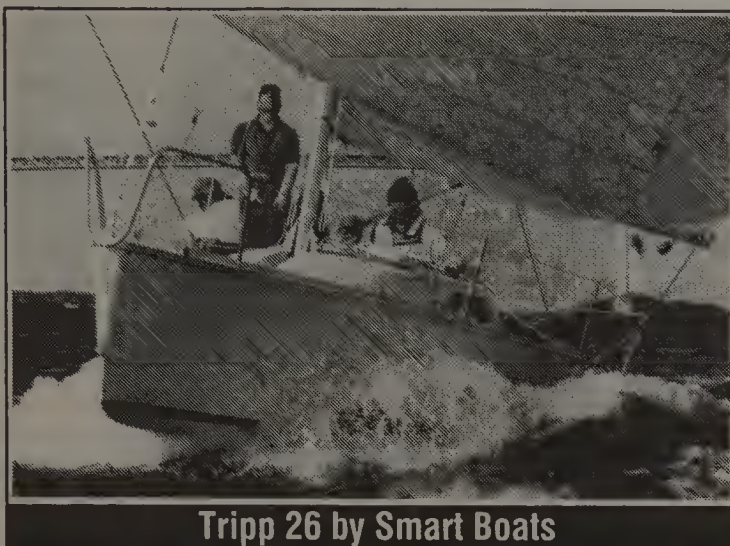
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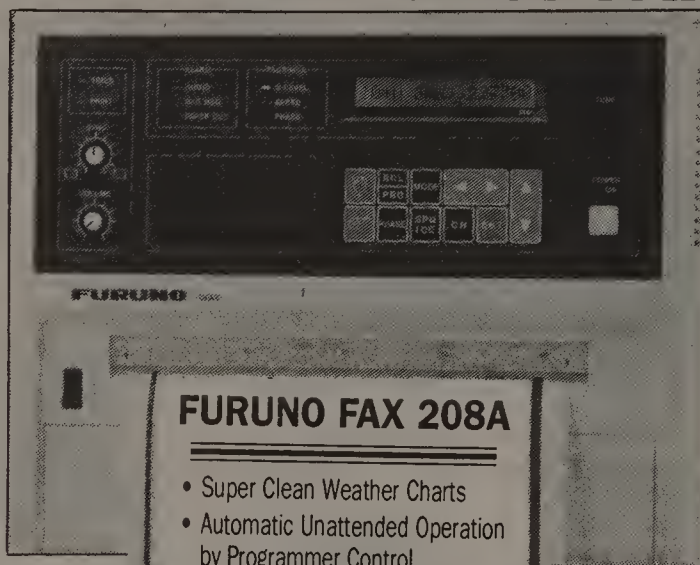


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## LETTERS

the captain and his pilot that the track would take the ship over a relatively shallow area that was clearly marked on the chart. Perhaps the captain would have thought twice about calling for a speed of 25 knots had he known where the track would take him.

Surely the key to competent and safe navigation lies in the time-proven navigation 'system' that is based on the DR track. This track should be maintained as accurately as the compass and log permit. By periodically updating the track with fixes from any available source — regardless of whether the source of the fix is electronic or celestial — valuable information regarding set due to current and leeway can be obtained. Should the ability to obtain an electronic fix be subsequently lost, and the weather prevents celestial sightings from being taken, the DR track adjusted using the current set and leeway data previously deduced should stand the navigator in good stead.

Plotting your GPS position on the chart every hour or so can hardly be called navigation. To do so without a DR track is to lose valuable information about current set and leeway. And remember, once you have a reliable DR track, celestial position fixing becomes a viable and enjoyable backup to the electronic black boxes. So please tell your readers not to throw their trusty sextants overboard; it's a comforting thought that if all else fails, you can still safely navigate across the ocean with this proven, reliable low-tech system.

Again, thank you for a wonderfully informative and stimulating sailing magazine. You truly put the 'glossies' to shame.

John Kelly  
Seattle

John — While we still believe celestial navigation is "frequently useless," we agree that maintaining a careful DR is an integral part of safe navigation.

### ⇕ MACHO LIFESAFERS WEAR PANTYHOSE

I'm responding to your request for additional information on sailing in the waters of Australia's Great Barrier Reef. While I am now permanently residing in Los Angeles, I was born just south of Cairns in North Queensland and lived most of my life along the coast between there and Brisbane.

In my younger years, we thought nothing of heading a couple of miles out to sea at night to fish the nearest reef, our craft being a 10-foot dinghy with a 2 h.p. Seagull outboard. With age came caution, and I graduated to larger motor and sail boats. My wife and I are now preparing a Mason 53 for a four year or more circumnavigation, which will include a considerable time in Queensland reef waters.

As I did not read the original Tom Scott article that apparently appeared in May of last year, I can only go off Les Warner's notes that Scott was afraid of man-eating sharks, salt water crocodiles, vicious sea snakes, lethal box jellyfish and other creepy crawlies. Allow me to shine the pure clear light of fact on these fears and banish them for other cruisers.

In my 52 years, I have heard of no shark-related fatality in reef waters north of Bundaberg. The most common species of shark on the reef are the timid black-tips and the unaggressive white-tips. Divers have encountered tiger sharks and hammerheads without incident. I have actually hitched a ride on the back of a six-foot leopard shark, the only problem being the undisguised envy of my fellow divers.

Salt water crocodiles are resident in the rivers north of Townsville. If they leave the rivers at all, it is only to swim to an adjacent river mouth, so they are always close inshore. A sailboat is more likely to encounter a UFO than a crocodile.

Box jellyfish are only a hazard to swimmers from February through April. They are a remarkably advanced jellyfish, with eyes and the capability of swimming at up to five knots. The venom is very toxic and a sting has the potential of being fatal. However, they are seldom found any distance from the mainland shore and pose no threat at all when one is sailing the reef. If you do swim off the mainland beaches during the danger time, do what the macho lifesavers do — wear





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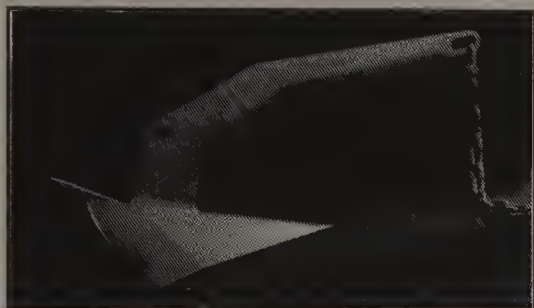
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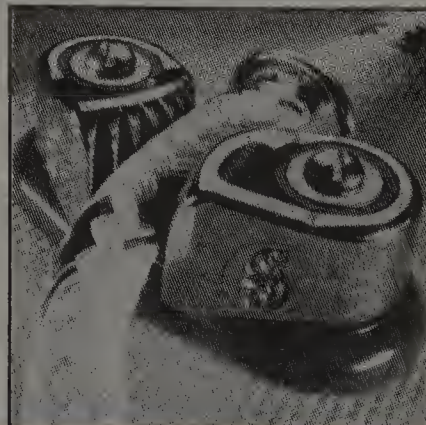


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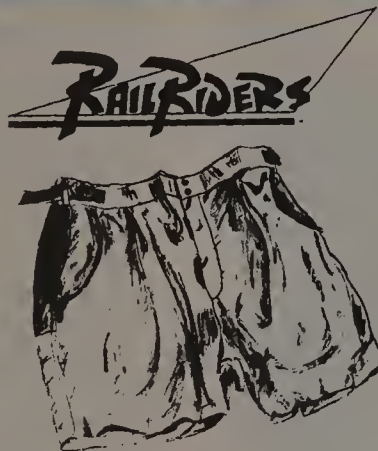
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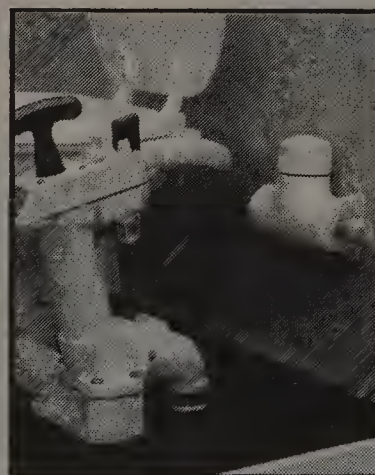
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## LETTERS

panty hose.

There are a lot of sea snakes in the reef, some thirty-two species. Their venom is very toxic, but they do not put out a great deal. There is conflicting opinion about the danger of sea snakes, so caution is prudent. They will not bite or attack unless provoked, and sometimes they show a persistent curiosity about a diver's activities. I once waded through chest deep water with what seemed to be hundreds of sea snakes for over 100 years; there was no incident other than my getting premature white hair. A very effective antivenin is available everywhere along the coast.

Mr. Scott forgot to mention stone fish (wear sneakers when reef walking); cone shells (you shouldn't be collecting live shells anyway, as this is a marine park); fire coral (wear gloves when diving); blue ringed octopus (six inches, tentacle tip to tentacle tip); and, the butterfly cod (don't touch any fish with long dorsal spines).

For the record, the Great Barrier Reef stretches some 1,500 miles from above Cape York, latitude 10°41'S, to Fraser Island (24°30'S). In spite of its name, it is not a single reef, but a broken maze of individual reefs. Some have coral animals, plus assorted crustaceans, sponges, anemones, shells, sea urchins and so on. Two-hundred-forty-two species of birds nest on the islands, and whales, dolphins and dugong abound.

Reef waters are amongst the best and most exciting sailing areas in the world. As with all regions, there is a proper time. January to March is the wet and cyclone season; March to May are the windiest months; August-September the driest. Flat calm days occur less than 5% of the time.

A last word on water clarity. Reefs close to the shore have reduced visibility because of fresh water run-off that is generally sediment laden. In waters more than five miles from land masses, you can expect over 100 feet visibility, depending on wind and tide. Only in Tonga have I seen 'unlimited visibility'. But diving and snorkeling on the Great Barrier Reef is seldom a disappointment if approached properly. Ask the locals; they speak a version of English and haven't eaten a Yank in years.

Laurie Pane  
Pacific Palisades

### ⇓⇑ STROBES WERE SUCCESSFUL IN THE AIR

It is with deep sadness I read about the sinking of *Clam Bake* off the coast of Mexico. Thank God everyone survived. The thought of that beautiful yacht — with its exquisite wood interior — lying on the ocean floor is depressing!

I have great respect and admiration for the owners' desire to purchase another yacht and resume their cruising dreams. I guess this falls under the old philosophy 'if you fall off the horse, get right back on'. I won't comment on the 'should haves' of the incident, but I do have an idea that may prevent similar future collisions at sea.

As an air traffic controller for the Federal Aviation Administration during the '70s, and as a pilot, I can tell you a lot of changes were authorized in aircraft lighting systems after the PSA mid-air collision over San Diego. The PSA Boeing jet collided with a Cessna in 1978 during daylight hours. That incident, coupled with numerous other less dramatic collisions involving small single engine aircraft, resulted in allowing aircraft owners to install sequenced flashing strobe lights on their aircraft. This greatly reduced the number of 'near misses' and collisions of aircraft in uncontrolled airspace.

Both during the day and at night, an aircraft with flashing strobes is much easier to spot than one that just shows weak green and red wing tip lights.

I realize that at sea a strobe light is only to be used in emergency conditions, but imagine if *all* vessels were permitted — or ordered — to have such a device on their masts. I can assure you that each vessel would be more easily spotted by another vessel. Another benefit of a strobe light is that it improves the viewer's depth perception over normal lights. It's much easier to judge how far away



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## LETTERS

a strobe is.

I am not suggesting that strobes should be a substitute for a good, constant look-out. All I know is that the strobe lights were very successful in reducing collisions in the air.

I can just imagine the Coast Guard red tape and the 20-year environmental impact study that such an idea would have to overcome! We sure wouldn't want the surface feeding fish to have temporary blindness from our strobe, would we?

Alan M. Peterson  
Garden Grove

*Alan — Under the philosophy they'd rather show an illegal light than be run down, many mariners have used masthead mounted strobes to make their position known to larger vessels. We've done it ourselves. And we'll do it again rather than wait for all the time for a good idea like yours to work its way through a constipated government.*

### ↑↑EVEN BAD POETRY MIGHT BE AN IMPROVEMENT

A couple of letters in last month's issue made us wonder how you decide what to accept for publication. The fine print says that you'll take "anything but poems," because "we gotta draw the line somewhere." We hate to say it, but even bad poetry might be an improvement over some of the letters you've published lately.

Last month you published a short, but amazing, letter written on behalf of a local sail loft. The loft wrote to counsel us against any sympathy for a sailor whose sails and gear had been ripped off — because the theft victim, who was named in the loft's letter, had failed to pay for sails ordered from the loft, and accordingly was himself no better than a thief.

The loft's letter did not rhyme and was far from poetic. Even so, you apparently recognized that the accusation of "Thief!" might be near a line that an editor ought to consider drawing, because you added in your note that you had tried to contact the accused for comment but were unsuccessful.

Immediately above the sail loft's letter, you published another letter, obviously written in high dudgeon, that related one side of a right-of-way conflict between two boats during the Vallejo Race. The author, Michael C. Lingsch, skipper of *Alert*, scathingly accused our boat *Student Driver*, an Express 27, of obscenity-laced rudeness, gross ignorance of the basic right-of-way rules, and of having deliberately caused a near collision. Lingsch's letter was clever and somewhat witty, if you have a taste for post-race name calling (the sobriquet "obnoxious children" was bestowed) and sarcastic condescension. Your correspondent quoted Rule 75.1, to the effect that a race committee may call a hearing and toss a competitor for a gross breach of good manners or sportsmanship.

*Latitude* apparently did not sense the possibility of another side to Mike Lingsch's sea tale. Overlooking the hint in Rule 75.1 that a hearing (usually thought to involve soliciting information from each side) might be a good idea for accusations of grossly unsportsmanlike behavior, *Latitude* apparently made no effort to contact us for comment. Instead, *Latitude* added a note endorsing Capt. Lingsch's racing qualifications and achievements, adding your weight to his credibility and his accusation.

Only a few pages later, you turned a pretty phrase in stating *Latitude*'s credo: "The only axe we have to grind is the truth. And we grind it as sharp as we're able."

What's wrong with this picture?

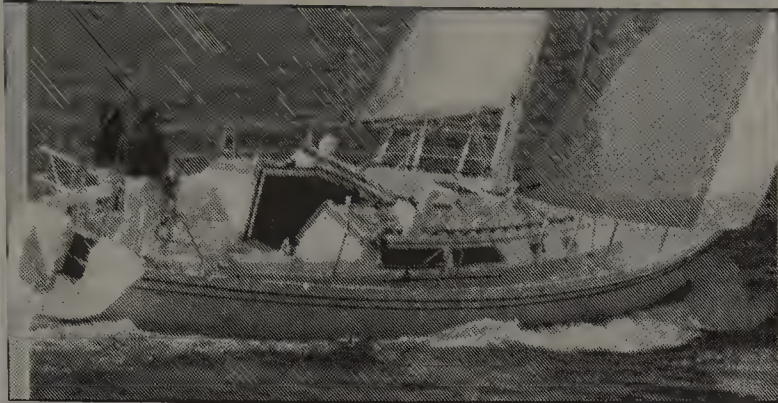
We thought about ignoring Mike's mudslinging. Who wants to get into a pissing contest in the *Letters* column, even if they're right or the case is at least arguable? How do you write a letter saying, essentially "I am not a crook" or "I am not a jerk?" We thought about just suggesting that Mike lighten up, and leave it at that. We thought about just thanking Mike for suggesting a new name to consider, in case we ever decide to rename the boat — *Obnoxious Children* might



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CATALINA 36

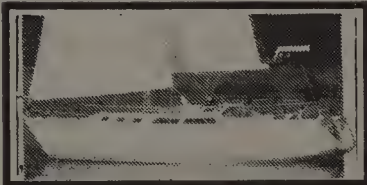
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## LETTERS

make our short list, in the spirit of other boat names we admire like *Convicts on Vacation* and *Small Flying Patio Furniture*.

But we were bothered enough by the character assassination in both letters that, at the risk of appearing insufficiently insouciant, we were motivated to respond on two points: (1) how do you draw that elusive line 'somewhere' that excludes bad poetry and admits trashing in red-faced, vein poppin' prose, and (2) a response to the incident itself.

On the finding that line somewhere: Without wanting to be contentious, we wonder why you tried to get a response from the accused thief, but not from the accused jerk? Was it because you believe that an accusation of not paying a bill is more serious than an accusation of a gross violation of courtesy and sportsmanship? We don't. Do you believe that a letter from a sailor complaining about a right-of-way dispute is more likely to be accurate than the statement from a sail loft that its bill was unpaid? Or are you just more credulous if you happen to know and respect the letter writer and are not acquainted with the other guy?

At the risk of appearing not to appreciate the sporting elements of combative correspondence, we also wonder what purpose is served for our small sailing community when you publish letters which, after all, find their way half way around the world, where the writer avenges a grudge by burying an axe deeply into someone's reputation? Sure, you'll get poison pen letters that also raise interesting or important issues — but aren't editors supposed to edit?

If you think that a letter airing a personal grudge deserves publication, and it is too well written or clever to edit — or if it would offend your reverence for the First Amendment to touch so much as a comma — what can you do?

Have you considered asking your correspondent if he or she has tried to contact the other party to discuss the matter?

We will always have people with us who think other people are deadbeats or jerks on the race course. But if you are going to provide a forum for this kind of trashing, do you assume any responsibility for the accuracy of the accusations made? Do you really grind the axe of truth "as sharp as you are able" when you print a one-sided letter about a payment dispute or a racing incident, without giving the trashed party a chance to state his or her case in the only place that really counts — immediately following the letter?

These are not meant as rhetorical questions. *Latitude* is generally objective and skeptical as well as irreverent and fun. How do those qualities square with publishing letters trashing people? Maybe it's time to think about requiring that any letter trashing a named victim be submitted in verse.

Our response to Mike: In our view, Mike's letter was a sorry way to deal with a grievance. We all know that racing affords occasional opportunities for anger or hard feelings. We all know that anger, especially in people who are competitive — and what racer isn't? — can artificially inflate the significance of an incident and the desire to win the argument can certainly lead to exaggeration and distortion, as it did with Mike's letter. Worst of all, hanging on to those hard feelings obscures the simple fact that most sailors are great people, responsible, and try to sail as well as they are able.

Anyone can forget this basic truth in the heat of the moment, but we think that a very large element of sportsmanship is getting past the heat of the moment and talking directly to the other party about any issues that may come up on the course. If there's a chance over a beer after the race, great. If not, what's wrong with the simple expedient of picking up the telephone and talking to the other skipper? How else do we keep the sport enjoyable, help our fellow sailors to learn, and maybe learn something in the process? That's why we wonder whether you thought about what *Latitude*, the premier forum for our small sailing community, can do to encourage courteous and constructive resolutions of racing incidents or other conflicts in our community.

In terms of the specifics of our dispute with Mike, we acknowledge



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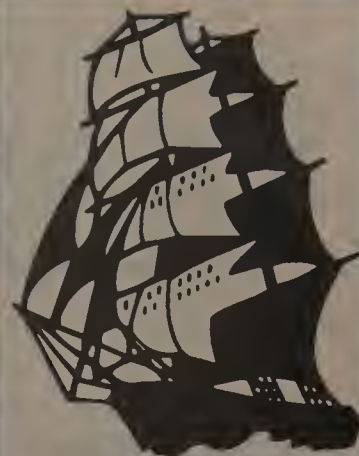
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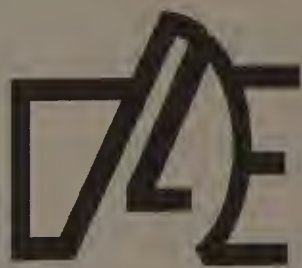
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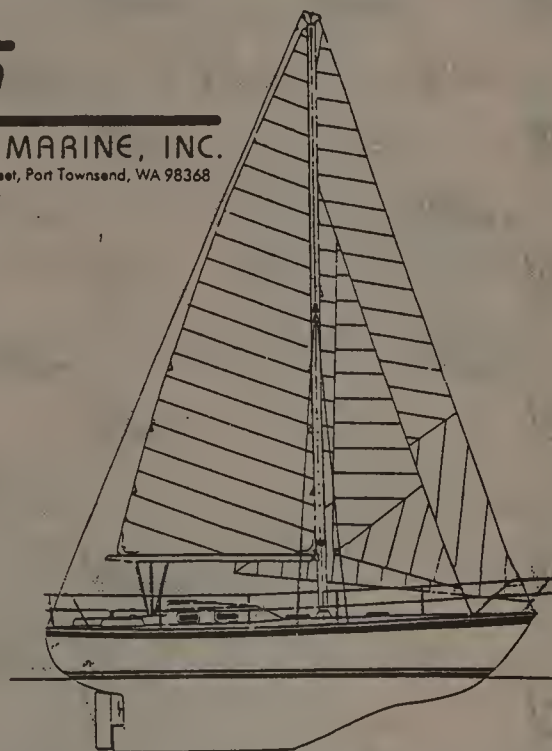
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## LETTERS

that a single rude remark was blurted at Mike by one of our crew, and we apologize for it here, as we would have done directly to Mike if given the chance. We would have pointed out to Mike that his conduct was a little unusual — by his own account, he refused to alter course to let us by when we hailed, and announced as his reason for sitting on us that he was not racing. At that point, our crew member replied: "The Rules apply anyway" and added either "idiot" or "asshole." Either one was wrong, but it's our crew so we are responsible, and we apologize to Mike for the comment. However, it hardly rose to the level of gross discourtesy and unsportsmanlike conduct described in Mike's letter.

Regarding the application of COLREGS, we agree that we did not have the right to luff a non-racing boat. However, we do not believe that COLREGS gave Mike the right to sit on us. Mike acknowledges that we were the leeward boat. We were sailing higher and faster than Mike, and our paths converged for some distance before we hailed him to come up to let us by. COLREGS Rule 12 is no different than the racing rules in requiring a windward boat to stay clear of leeward boats. COLREGS Rule 16 stresses that the burdened boat should act early: "Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear." Presumably Mike was alert to our presence as we converged, and he surely could have changed course when we hailed. We think that the right-of-way issue was at least debatable, and it certainly was not as one-sided as Mike's version would suggest.

Contrary to Mike's claim, we did not change course by 30 degrees after we hailed him. As to the collision "avoided by inches," we suppose a boat length or two — which is as close as we came — can be measured in inches — so we are talking about 700 or so inches.

Although Mike claims he stayed clear of the perceptive racers by sailing north of the racing fleet in bad current, he acknowledges exchanging pleasantries with a lot of friends as they sailed by. Were all those friends unperceptive? We may not be as perceptive or successful as Mike, but we were second in our fleet at the time of the crossing (our fleet scores the Vallejo race for our annual series), and the top four or five boats in the fleet were all close by when we encountered Mike.

Since Mike is an accomplished racer, we are somewhat surprised that he wrote a letter to *Latitude* admitting that he refused to change course to let us by when asked. As John Rousmaniere put it well in *The Annapolis Book of Seamanship*: "As a matter of courtesy and common sense, daysailers and cruisers should avoid interfering with racing boats, which stand out because they are sailed with great intensity in large groups."

Doesn't it strike you as odd that, by his own account, Mike refused to let a racer by when asked?

Bill Hoffman & Lori Robson  
Student Driver

*Bill & Lori — In all honesty, we think most of the above is nothing more than a bunch of lawyerly rubbish. Here's why:*

*The case you make for a pattern of "character assassination" doesn't cut it. As you'll read elsewhere in this Letters section, the individual involved admits that he didn't pay for the sails, as alleged. We knew it, now you know it. Case dismissed for the 'pattern' nonsense.*

*As for Lingsch complaining that you recklessly cut him off and your crew cussed him out — and even our feeling that he was probably right — that would hardly strike an average citizen as 'character assassination'. Lawyers, of course, are different. What is it about lawyers — who probably bring more unjustified grief to individuals and businesses in this country than any other profession — that makes them so thin-skinned? First the head of the bar wants lawyer jokes to be hate crimes and now you get all worked up just because somebody complains about your driving and the admittedly jejune behavior of your crew. Lighten up. Way, way, up. Maybe even rent a helium*



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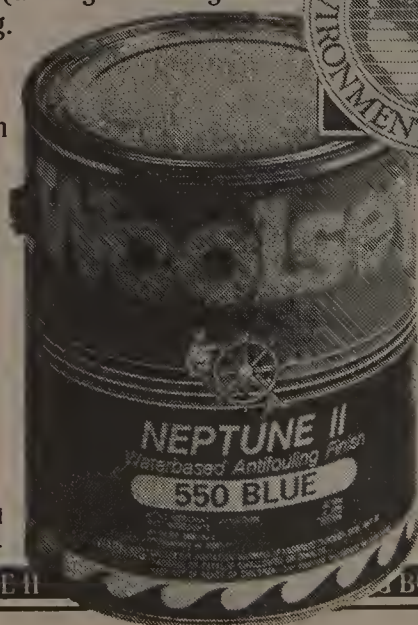
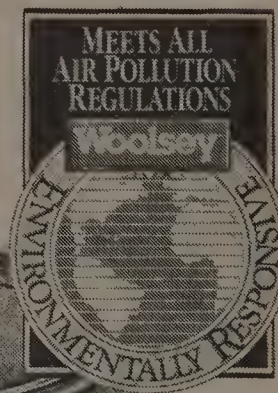
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Photo by Margaret Fago

For a change of pace and to remind people that, although cruising sails are our specialty we also do racing sails, here's a shot of Ed & Shirley's Olsen 25 "Showtime" in a Friday night. The Genoa has worked out well for them. It produces good boat speed and pointing ability and now, in its second season, looks like it did "fresh out of the box."

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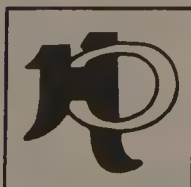
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## **LETTERS**

balloon.

Every year or so, we get complaints from people 'just out sailing' who've been blitzed or had the hell scared out of them by an overzealous racer. Up until now, every single racer has written in to apologize for having gotten caught up in the heat of competition. You're the first to blame a non-racer.

In cases of potential conflicts between racers and people just out sailing, we think the vast majority of racers prefer that the 'just sailing' folks — in almost all circumstances — merely maintain a steady course, and let them, the aggressive racers, take the responsibility of preventing an incident. Sure, it make take a little planning and you might lose 10 or 20 feet to the competition, but it's widely viewed as the way to prevent numerous ugly incidents. If you had heated it up 30 seconds earlier and taken Alert's stern, this whole tempest in a teapot never would have occurred — and you never would have had to sail in Lingsch's lee.

'Had we even dreamed that you would have taken Lingsch's complaint — which was largely a play on the name of your boat — as an assassination of your character, we would have indeed called you for your side of the story. We apologize for that indiscretion.

But having now heard your side of the story, we — and we bet the huge majority of our readers — would still take Lingsch's side. After all, here's a guy who has competed in most grand prix international yacht racing events for years. You're asking us to believe that he's going to get all flustered because somebody passes two boat lengths across his bow on a downwind leg? Hell, for even novice sailors a boat crossing two lengths ahead downwind might as well be crossing two miles ahead.

Did it make a difference that it was Mike Lingsch who wrote the letter? Sure. He's an expert sailor. He's not Mel and Myrtle taking their boat out for only the second time.

Racing is permitted to continue on busy San Francisco Bay because for the most part racers take it upon themselves to avoid dangerous situations with non-racers and commercial vessels. Can we please keep it that way? And for God's sake, just because somebody voices a complaint — seemingly half in jest because of your 'kick me' boat name — can't we keep from turning it into a federal case? A simple, "We apologize for swearing at Mike, but in all honesty we saw it differently than he," would seem to us to have been a far more appropriate response.

#### **THE SEDUCTION OF WINNING**

I agree wholeheartedly with Renee Wilmath's comments that a women's racing syndicate for the America's Cup should begin with women designers.

She's right. We can't rewrite the laws of physics, but we can reorganize them. That's exactly what Bill Lee did when Merlin won the TransPac. The seduction of winning is out-thinking the competition.

A complete women's campaign needs to take every applicable factor into consideration, including new findings on the physiology of strength and endurance.

The surprise is that there are so few women who are free thinkers.

Denise Freinkel  
San Rafael

Denise — We also think a potential women's campaign needs to take common sense into consideration. We'd regard it evidence of higher intelligence if women were to elect to enter a racing arena in which \$25 million is not required to field an entry.

As it is currently structured, the America's Cup is obscenely expensive for no good reason. The cost of a syndicate could be cut by 75% if the racing was done in one-designs and there were limitations on sails. The net result? Much better racing than in the last bunch of America's Cups, the results of which were known after the first race.

We're all for a women's entry — especially if they can somehow



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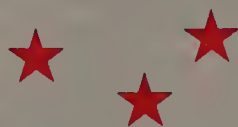
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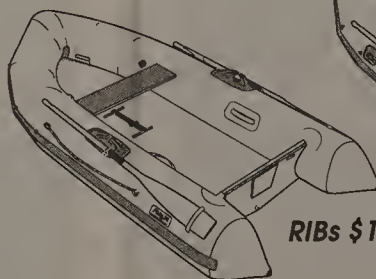
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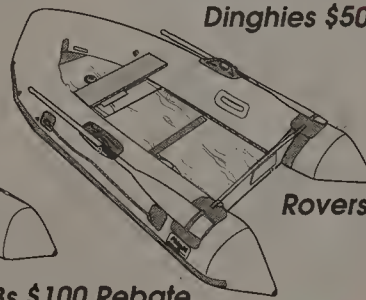


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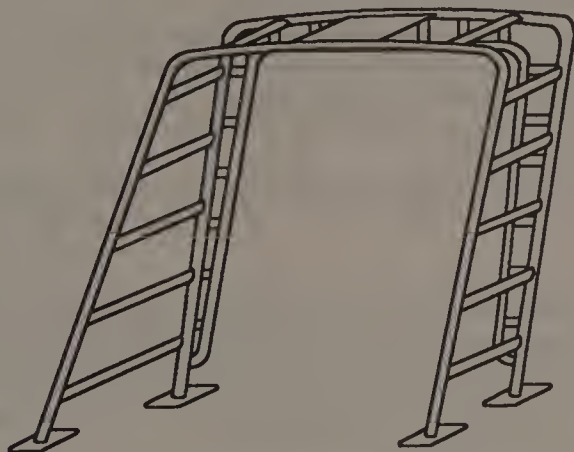
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## LETTERS

lead us out of this asinine money war, in which the Cup is won as much by dollars as it is sailing skill.

### ⇅WHO COULD IT BE?

Ours wasn't an average trip to Hawaii, as our Formosa 41 ketch *Mistress* was confronted with two gales and five days of calm. It took 28 days in all, way too long.

Three weeks after we arrived, we were still licking our wounds when we heard, "*Mistress!*, *Mistress!*" from outside our boat. When we looked through the ports, we saw three sets of knobby knees. Who could they possibly belong to?

Four years ago in San Diego, as we were preparing to head south to Mexico, we had patiently sat on *Mistress* with the young owners of these three sets of knees. After some lake sailing experience, they had just purchased their first larger boat, a chart, and wanted to sail to 90-mile distant Catalina. They crowded around the settee and my husband Bob coached them on coastal navigation, ports of refuge along the Southern California coast, sailing a compass course and cautioned them about shipping traffic in the channel.

When they returned from that first voyage, they reported the sail to Catalina had been "tedious," but sailing back had been "great." It was clear they'd been hooked.

The three, Chris Catt, Chris Tibbe and Matt Clark really got into sailing, and then moved to the San Francisco area to continue college. We all kept in touch, and in December of '92 got word they'd purchased a faster boat, hull #1 of the Farr 30s. Formerly *Farr Out*, they renamed her *Bodhisattve*, which is sort of Buddhist for 'ultimate vehicle'. They were beefing up the rigging and mast — with lots of "help, advice and encouragement" from West Marine and Bill at B.C. Navigation — for a trip from her home in Sausalito's Clipper Yacht Harbor to Mexico.

For whatever reason, their plans changed. Instead of heading to Mexico in December, they sailed to Hawaii in June. They left from San Francisco, but waited out some bad weather in Santa Cruz before hopping across on June 7.

They covered 2,550 miles in 16 days before arriving at Hilo. So, for all those who might have been wondering, *Bodhisattve* indeed made it safely to Hawaii. Amazing!

The gear on their little boat included a VHF handheld, one solar panel, an 8 h.p. outboard (they chucked the diesel after numerous mechanical problems), 15 gallons of gas, a sextant, a Garmin GPS, eight bags of sails, an EPIRB, foul-weather gear, harnesses, an inflatable, lots of canned food, Power Bars and a case of Evian. The autopilot never worked, so they had to drive the entire way. "We drove in two-hour shifts and had a bow wake as we surfed almost the entire way across."

P.S. We're so glad they never told us they were attempting the trip!  
Patricia and Bob Dupuis  
*Mistress*, Honolulu

Patricia & Bob — There's nothing really "amazing" about sailing a Farr 30 to Hawaii. If well-maintained and prepared, such a boat would be perfectly suitable for such a voyage. Chuck Warren, for example, cruised the South Pacific with 30 foot Farr design.

Nonetheless, we salute the students.

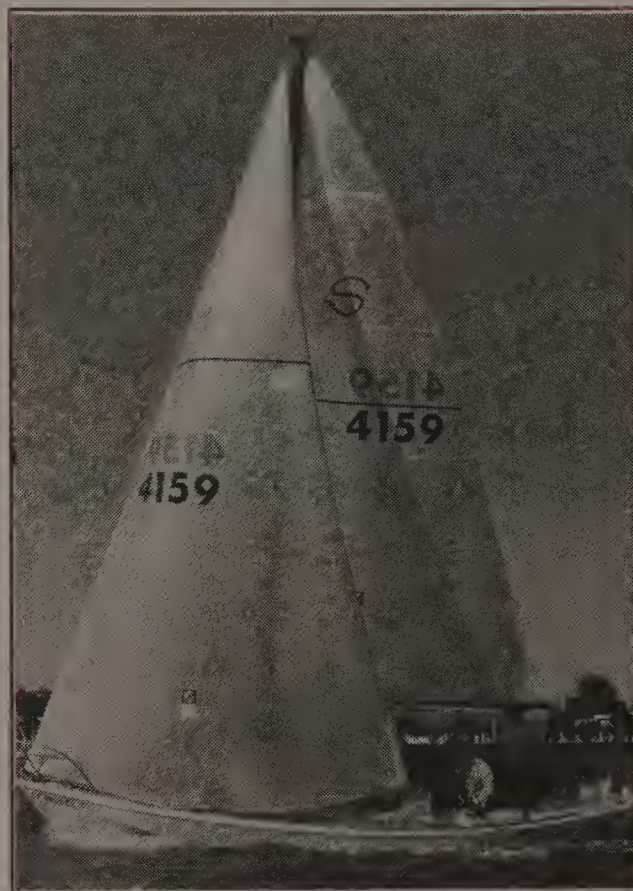
### ⇅UNFORGIVING OF HUMAN ERRORS

I never cease to be amazed that in today's age of electronic wonders, where accurate navigational information is available for less than the cost of dinner for four on the Ginza, vessels like *Aspella* get driven up on reefs such as Anegada. It's difficult for me to understand the *laissez faire* attitude toward navigation, particularly when making a landfall in an area well-known for being hazardous, that results in such misfortunes. When GPS will provide positions within yards of one's actual position, it is hard to imagine wandering miles off course.

While it is easy to relax when one is miles from shore, a prudent



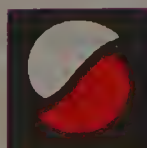
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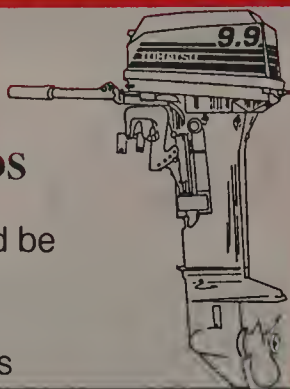
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## LETTERS

navigator will be attentive when making landfall. The fact that navigation information is so readily available, should not eliminate the need to maintain an accurate watch and the plotting of a DR. Indeed, with the advent of GPS and its numerous navigation bells and whistles, including Cross Track Error, Course Over Ground, and Bearing to Way Point, it requires only a modest amount of attention to remain on course.

I have sailed all over the West Coast using just a simple compass and DR, I have enjoyed the pleasure of finding Bermuda nine days out of St. Barth's with the aid of a sextant, and delivered the Alaskan Sea Cur from Rhode Island to Los Angeles in the middle of winter with the aid of SatNav and Radar.

And today, with my Magellan GPS, sailing the wide blue sea is easier than ever — as long as we remember to avoid the hard sharp things around the edges. As is the case with flying, sailing, while not being inherently dangerous, can be very unforgiving of our human errors.

Sean F. Holland  
Gaviota II, Norseman 535  
Los Angeles

## POWER HUNGRY BOZOS

Last month I took my newly acquired Cape Dory Typhoon to San Diego for her maiden sail. I'd sold my Flicka *Serendipity* as she was just too big for me to trailer by myself.

Another purpose of my visit was to attend the 14th Annual Manaña Net Reunion at Shelter Island. So I had Kay from *Antigua* along. We found Eric and Chris from *Eventyre*, who helped rig and launch my boat.

To make a rather long story short, by the time I got to the Police Dock it was 2200. The fellow at the dispatch office was unbelievably helpful in finding me a spot to tie up for the night as the dock was full of derelict boats and space was at a premium. Out of 22 available slips, only 10 could be used due to the derelicts.

The following morning I was assigned a regular spot and again the Police Dock folks were wonderful. It was a pleasant change from my previous visits to the San Diego Police Dock.

As the week progressed, I came and went with my boat. Upon returning one time, yet another derelict boat had been brought in and tied up in the slip assigned to me. No problem, the dispatcher assigned me another.

On Monday, the 28th of June, I returned from a wonderful day sail to find another boat tied up in my slip. I visited the dispatcher who was unable to locate my paperwork. Being the same fellow who had helped me before, he knew I had paid through that night. He assigned me to yet another berth. All was right with the world and I went to bed.

At 0105 I was rudely awakened by shouting and a pounding on my hull. A little out of it at that hour, I woke to a spotlight being shown down the little companionway and a mag light being directed into my eyes. All I could make out was the silhouette of the flashlight holder, his hand on the butt of a gun. He ordered me out on deck.

The deal is, a Harbor Patrol boat with two Harbor Police were after me because my boat hadn't been on their list of those that belonged at the Police Dock. The two were extremely confrontational, unbelievably rude and way out of line. They assumed I had checked out or something — despite the fact they admitted I was on the list as paid for the four previous nights.

I was forced up to the office where I was told I had to vacate my slip. At this point I lost my sense of humor entirely. I told the officers in no uncertain terms that I was where I had been assigned, that I had a right to be there, and that if they wanted me gone they'd have to arrest me. I was done playing with them.

They backed off and said they would straighten it out in the morning. I filed a written complaint for the way I was treated the next day and had a long talk with the sergeant in charge. He admitted the





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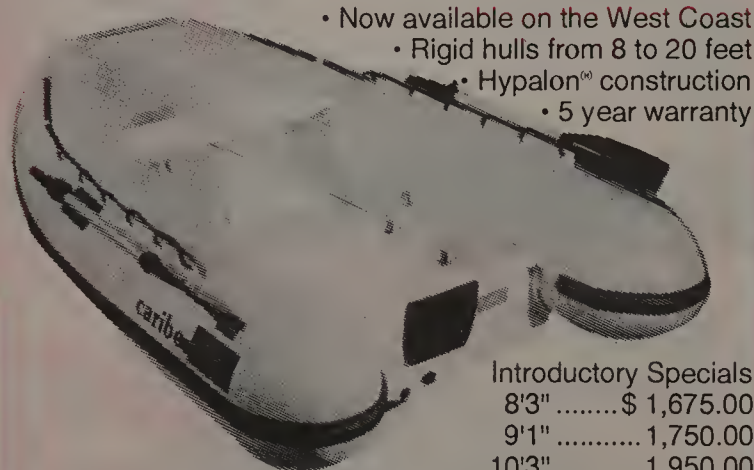
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## LETTERS

officers acted in a manner that was uncalled for.

I wonder what the hell is wrong with law enforcement — and people in general. The harbor cop seemed ready to shoot me over a \$5 slip. Meanwhile dope dealers and murderers run around unhampered. I'm an honest, hard-working man who sails for recreation. My hard-earned vacation was seriously bruised by being treated as though I had done something criminal.

I hope the people of San Diego can do something to let these power hungry bozos know that sailors, for the most part, are law-abiding citizens. Yeah, I looked a bit like a bum while I was on vacation — like everyone else. I didn't have to shave every day, could wear my favorite old cutoff Levi shorts and comfy T-shirts. But I wasn't a bum, I was a tourist!

Folks, make sure you get a receipt for every night you pay at the San Diego Police Dock. I was given one for the first night and never told I needed another.

I can tell you, it will be a while before I head back to San Diego again. I get enough stress at work and don't need innocent hassles with cops on my time off.

The upshot from all this is my good friend Neil from Novia came up with the perfect name for my new boat: *Desperado*. Have fun — but stay out of San Diego.

Mike Leonard  
Tucson, Arizona

Mike — The San Diego Harbor Police seem to have a perennial chip the size of Mt. Rushmore on their collective shoulders. There is not another harbor patrol on the coast we've received as many complaints about.

But before you condemn all waterfront law enforcement folks, we suggest you make your next trip to Newport Beach. A friend had graciously loaned us his mooring there for a couple of weeks, but due to several complications, it was not vacant when we arrived. We called the Harbor Police and spoke to a guy named Gary. He listened sympathetically and immediately looked into the matter. A Patrolwoman named Dawn was promptly dispatched to the scene in one of their boats.

They quickly determined it was a civil problem and they couldn't do anything about it. But Dawn volunteered three options: try getting reciprocity at a local yacht club, anchor in the designated area for free, or rent one of their moorings at \$5 a night.

We elected to go with the last option. Dawn helped us tie up at the Police Dock to sign in, and along with her staff was hospitable and professional. She asked if we had registration numbers on our dinghy. We explained we'd just arrived from the Caribbean and thus our dinghy didn't have CF numbers. In San Diego, we would have been shot on sight for such a crime. But Dawn just told us to get it registered as soon as possible, and to mark it in the meantime so they wouldn't confiscate it.

As the old saying goes, you only get one chance to make a first impression. The Newport Patrol made a great first impression on us; we felt welcome, our group spent a lot of money there and will again soon. Too many mariners who arrive in San Diego get a 'not welcome' first impression from the Harbor Patrol. It's not only not right, but it hurts all San Diego marine businesses. Something ought to be done to curb the too frequent hostility.

### THE MOLDS NEED A BIT OF WORK

I'm writing in response to Guy Porter's June letter requesting information on carrying hard dinghies on smaller sailboats.

I have built a couple of two-part 'nesting' dinghies out of fiberglass to a 11½-foot Nat Herreshoff design.

It was constructed so that both halves have a transom which latch quickly together to make a real sweet rower with a nested length of only 6½-feet.

I'm pleased with both its classic lines and its performance. The

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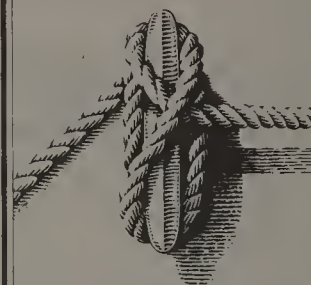
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## LETTERS

molds need a bit of work, but I would be willing to sell them to anyone who might be interested. I have a large steel boat project that I must stay focused on and will not have any more time to pursue the two-part dinghy business.

Randy Chandler  
(916) 878-1850

### IT'S PRETTY NEAT

Thanks for getting me the phone number of Guy Porter, who was looking for a 'nesting' dinghy. When I contacted him, he had already begun on the construction of a home-built one. No patience! Oh well.

The one we've got is 10'3" and made of vacuum-molded fiberglass and foam. Each piece has positive flotation; the three bigger sections, in fact, will float a person on their own.

The hardware is all stainless and the trim is anodized aluminum. There are two waterproof compartments and dollies to roll it around packed. All the pieces of the sailing rig, including oars, daggerboard and rudder, fit into an 'organizer' package. All of this fits inside a Subaru Justy, which is a very small car!

The dinghy was designed and built by David Smith. The dinghy and fastenings are patented.

Obviously, I think it's a pretty neat boat. Actually, it belongs to my Dad, Richard Doell, who is willing to sell it for \$2,500. He can be reached at (510) 236-0489.

Shirley Doell  
San Diego

### OUR ONLY OPTION WAS MORRO BAY

When we decided to withdraw from the Encinal/Santa Barbara Race with our Moore 24 *Sparrowhawk*, our only option was Morro Bay. This entailed getting the boat into its trailer, the easiest way of which is by using a hoist. Chris, who works in the Morro Bay Harbor Master's office, went out of his way to help us locate a facility that had such a capability. Unfortunately the owner of the 'boat works' wanted \$100. I felt he'd been sitting in the sun a little too long and needed a reality check.

Our alternative was to use the small boat ramp without a hoist. Thanks to members of the Morro Bay YC, who loaned us a third wheel, I got wet and *Sparrowhawk* had another new experience. She much prefers the hoist.

I want to again thank Chris for his effort in assisting us. We were very tired and it would have been real easy for him to have said, "Sorry, busy, your problem, can't help." He didn't and we appreciate it.

Roger Heath  
San Francisco

Roger — Chris and the Morro Bay YC members are some of the reasons why the town enjoys such a widespread reputation for hospitality.

### WHENEVER I NEED TO DREAM OF SAILING FARAWAY TROPICAL WATERS

You asked for nominations for the 'Great Sailing Songs'. How about a whole compact disc collection from one of the most famous pot smoking, rum swilling sailors of all time, Jimmy Buffett? The CD is titled no less that *Boats*, and that ain't a picture of a powerboat on the CD cover — if you know what I mean!

With 17 classics such as *Son of a Son of a Sailor*, *Changes in Latitudes*, *Changes in Attitudes*, and *Havana Daydreaming*, this has to be the hands-down winner by pure volume alone!

I bought the CD in a package at Costco some time ago, and it includes nearly the whole Jimmy Buffett collection, with four CDs titled *Bars*, *Ballads*, *Beaches*, and the above mentioned *Boats*. Wow!

I turn on Buffett whenever I need to dream of sailing in far-away tropical waters, or whenever I just want a mood enhancer. Try it, the

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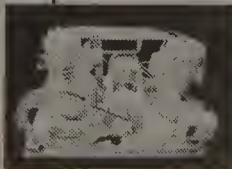
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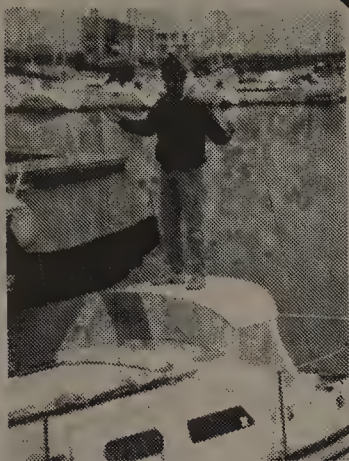
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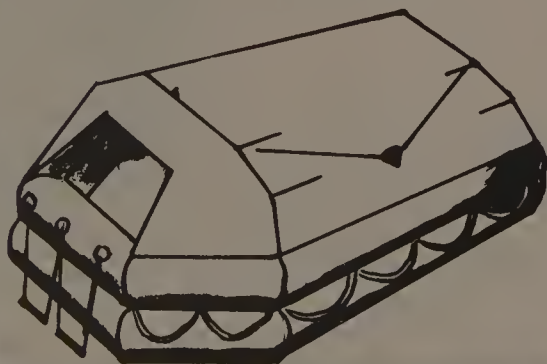
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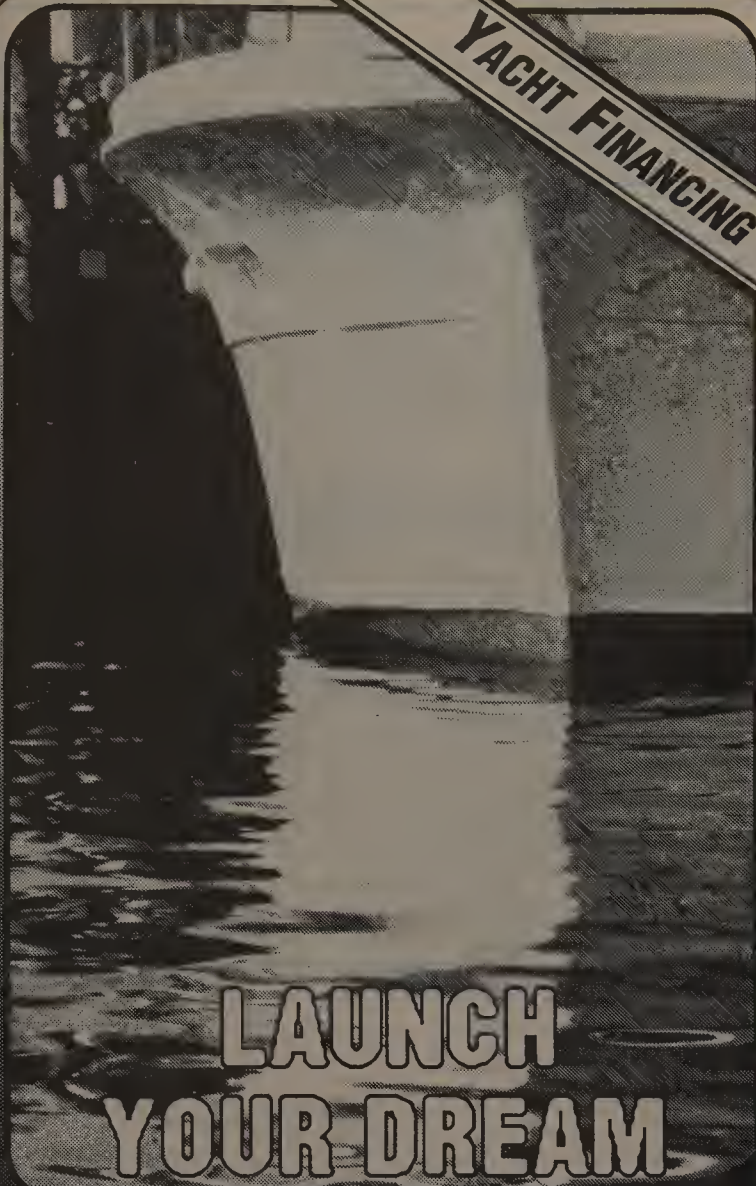
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## LETTERS

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So "haul the sheets in while we ride on the wind" (*Son of a Son of a Sailor*) and hand me another cold one — and thanks for the greatest sailing publication ever!

Douglas Thorne  
San Francisco

### ↓↓BUILT IN '66

How about a little respect for an old lady?

We enjoyed the picture of *Neblina* in the August *Racing Sheet*, but we must point out that the spinnaker in question is old enough to share a beer with us at the Chestnut, and has been racing that long. The funny kite graphic is obviously a Jester's hat — at least that is what a previous owner told us.

*Neblina* was built in '66 and has been raced every year since, so a "distant" second place finish really isn't too bad.

I'd also like to rectify the omission of my partner's name, Hans Carter. YRA keeps omitting him, and you probably got your information from them. I want to keep him happy, since in five or 10 years we may need a new spinnaker and he will also be a partner in the bill.

Neil Mosher  
San Francisco

### ↓↓WHALE WHISTLES

It wasn't too long ago that a few of us aboard the Ericson 35 *Escape* were discussing the possibility of colliding with a whale while sailing on the ocean. I believe it was Jim Podolske who came up with the concept of whale whistles, the nautical equivalent of deer whistles. These devices attach to cars or motorcycles to warn deer of approaching vehicles.

'Whale whistles' would be small devices that would adhere to the underbody of a boat. Water flowing past them would generate a sound that would warn off marine mammals.

Is there an enterprising marine biologist out there who could come up with such a device?

Dave Littlejohn  
Oakland

Dave — We hope so, as it sounds like a great idea and whales seem to be making a big comeback.

### ↓↓BRENT SHOWED US THE WAY

There has been a major change in the ham radio community in the Sea of Cortez. As of the middle of March, our fearless leader, Brent Bogdanský, the father and net manager of the Chubasco maritime mobile net, left Guaymas for Alpine, Arizona. In so doing, he handed the ham baton to those of us in the cruising fleet to keep it alive and running.

There are an awful lot of folks who owe Bogdanský thanks for providing needed weather, communications, and an education in how to be an efficient ham operator. He was one of the first *norteamericanos* to obtain a Mexican provisional license and foresaw the need to accommodate a growing number of cruising hams here in *mañanaland*. XE2/N60AH, his most recent call sign, is truly a legend in its own time.

While other maritime mobile nets shun many XE licensees, Bogdanský accepted the challenge and fostered the concept of a net to serve hams in Mexico and the United States. In addition, he ran it *every day* for eight years! Consequently there are many operators who have increased their skills and confidence, and ultimately have upgraded their licenses under his tutelage.

Even the 'silent majority', those who have ham radios but don't use them to transmit, have benefitted enormously from his contribution of a net formatted to pass information, help those in distress, initiate searches for missing or overdue boats, and pass



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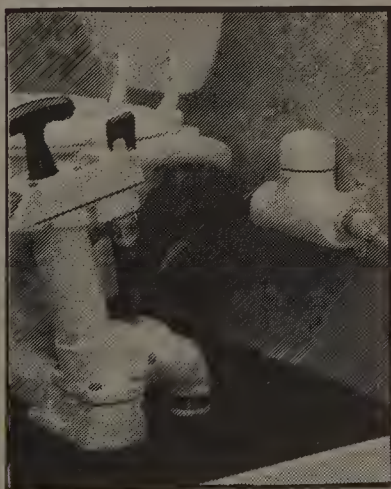
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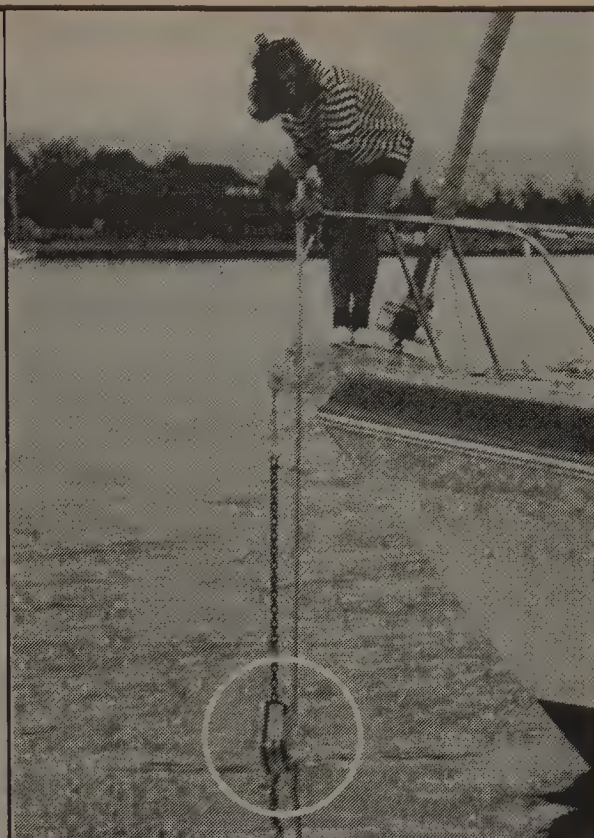
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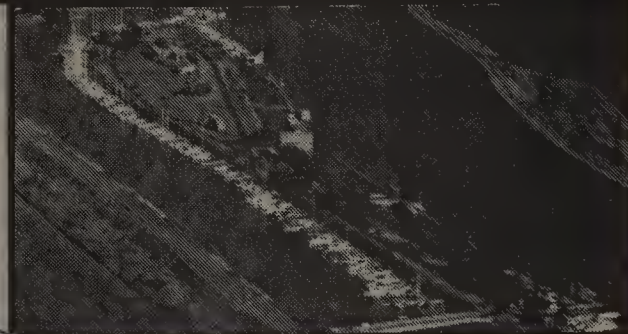
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## LETTERS

encouragement to those experiencing difficulties.

I suppose most of us admire Bogdanský because he never let the Chubasco Net become a 'good old boys' club like so many of the other nets. It didn't matter who came on the net, no special treatment was ever given. Naturally, that ruffled a few feathers.

No one could match Bogdanský's performance, though, as he handled more traffic and emergencies than any other ham net in existence. He did it with precision and a personality that is inimitable. Bogdanský showed us the way, and the number of contributors far exceed the users down here.

Cruising hams make many friends and help people all the time; you at 'Latitude' should be more open-minded about it — and perhaps even admit that you have benefitted mucho from boats equipped with hams. It's just one more thing that makes cruising the neat lifestyle that it is!

Neill and Pam Randle, XE2/KC6LTA  
Novia

Bahia Agua Verde, B.C.S. and Oxnard

*Neill & Pam — While we've never been the radio type, we've got nothing whatsoever against those who are. We fully recognize that Ham radio has and continues to make the lives of many cruisers much more enjoyable — and safe. We also salute Brent for his many years of service.*

No, our only objection is to the tests for Ham radio licenses. As currently structured, the tests are a peculiar form of hazing perpetuated by the 'good old boys'. The only other licenses with more irrelevant testing are Coast Guard licenses. The Coasties should fly all their flags at half mast until their licensing nonsense is completely revamped.

### ⇓ IT WAS LONG AGO IN A DIFFERENT DAY

I really enjoy *Latitude* because it brings back so many fond memories of sailing the Bay on my Snipe and aboard other larger craft.

I started during the early '30s. At that time, those of us who sailed knew practically every boat on the Bay and practically all the sailors, too. Back then there used to be empty slips at the St. Francis and finding a mooring was no problem.

Bird boats were common in those days. *Zaca* and *Idalia* were the really large boats. *Yankee* and *Bali* were among the most beautiful.

There were no fences then. All was open and I could go aboard any of those boats. But that was long ago and in a different day.

Emerson Read  
Woodland

*Emerson — And you have to wonder whether, all things considered, the quality of life has gotten better or worse?*

### ⇓ GREAT CONTRASTS AMONG THE GREEK ISLANDS

As someone who learned the hard — and often wet — way, I think that Shimon von Collie's *Twelve Tips* in the June issue makes great and fun reading. The *Decadents Aboard* story was equally entertaining — and what photos!

For those who ever find themselves in that part of the world and would rather sail than motor, I'd like to recommend the passage around the bottom of the Peloponnesus as an alternative to the Corinth Canal. On the west, it's only a few miles inland to Olympia; and in the east, Argos and Myceanae are equally accessible. The sailing is good all around this area, but you do have to watch out for the *williwaws* that blow off Akra Maleas at the southeast corner.

I must have been out of my head with extrasensory perception when I singlehanded around there. From out of the blue I got a 'message' that a lady friend who was to meet me in Athens wouldn't be able to come. Sure enough, a letter confirmed it at my next mail pick-up. So I had to wait for another lady friend to join me in



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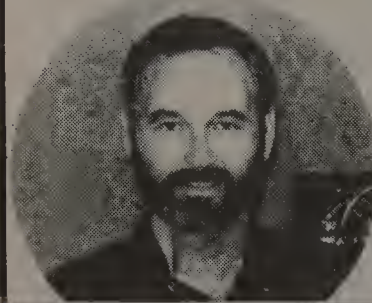
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## LETTERS

Mykonos.

How can you get any more romantic than that? You can't — unless you run down to Crete and stop at Khania, where Roman-era warehouses are still used, and where the spectacular Samaria Gorge is perfect for a little leg exercise. And 60 miles to the east are Iraklion and Knossos, after which the chain of islands brings you to Rhodes. We found the Lindos anchorage there very beautiful, and the excellent taxi and bus service to the city of Rhodes allowed us to avoid its dirty commercial harbor.

I must say that, contrary to Kenyon's experience, we found great contrasts among the Greek Islands. That's if you compare the green Ionian ones like Corfu, with Thira, the town high on the edge of the sunken crater. Or with Hydra, which allows no motor vehicles in town. I'll tell you, watching an old caique unload its cargo of birdcages, used furniture and bags of flour will take you back a few years. Especially when you see that it then all has to be loaded onto donkeys or into wheelbarrows for land transport.

One last idea: the hassles in the big commercial port of Pireaus can be avoided by stopping in at the clean little small boat harbor on the coast 12 miles east of Athens.

Jim Crittenden  
Convergence  
San Rafael

### THE PANAMA CANAL IS ACTUALLY TO THE EAST

I've learned a lot from what I've read in *Changes*, however I have to admit the May issue has me more than just a little stumped. You posed two geographical questions. The first was, "Is Miami east or west of the Panama Canal?" You cautioned that most people get this answer wrong.

Well, after drawing many lines on my charts, I'm having a hard time agreeing with your answer that the Panama Canal is actually east of the Panama Canal. I have also poured over many old charts going back to the mid-1800s and I still am unable to find this second Panama Canal located east of the Panama Canal.

Would you please provide me with the chart number you used to discover this unusual wonder or is it simply a new discovery of GPS?

Dick Dumas  
Chula Vista

Dick — We goofed, we admit it. Here's another one that fools a lot of people: Which is further east, Acapulco or Denver? The answer is that Acapulco is further east than Acapulco.

### CIRCUMSTANCES BEYOND MY CONTROL

Having been out of town, I recently heard that you had published a letter from Steve Taft of North Sails concerning the status of some sails I had ordered from North but haven't paid for. He'd written in when I complained that somebody had stolen various sails from my Soling.

I've written to Taft, explaining that I understood his indignation, and advised him that it hadn't been my intention not to pay for the sails. I did partially pay for the jib, but I still haven't been able to pay for the rest of it or the main due to circumstances beyond my control.

When I returned from the World Championships in 1991, my wife was ill and we'd lost the income from her job. In addition, the building industry bottomed out and my income tumbled by 75%. Then after returning from a business trip last April, I was diagnosed with hepatitis B. For a period of nine months I was extremely sick and unable to work full time.

As a result of all this, I lost my house and the IRS froze my accounts, leaving me only enough money to barely get by. My wife had to move in with her mother out-of-state because we had no medical insurance and because I couldn't take care of her. We're separated because my best chance for work is here, and I want to stay

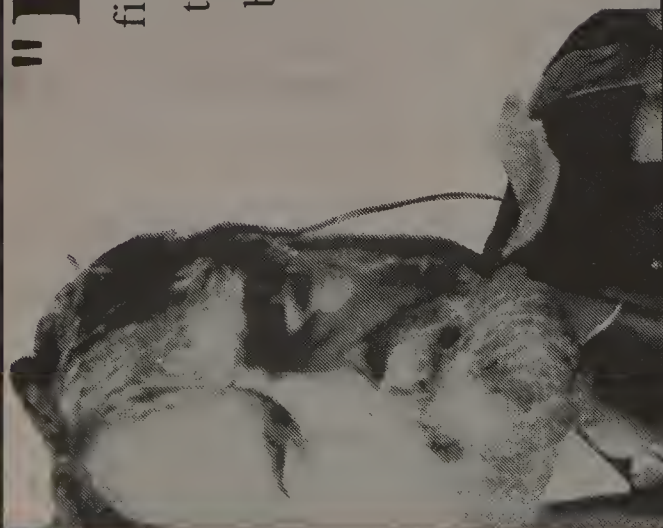
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— Sir Boris Chitester



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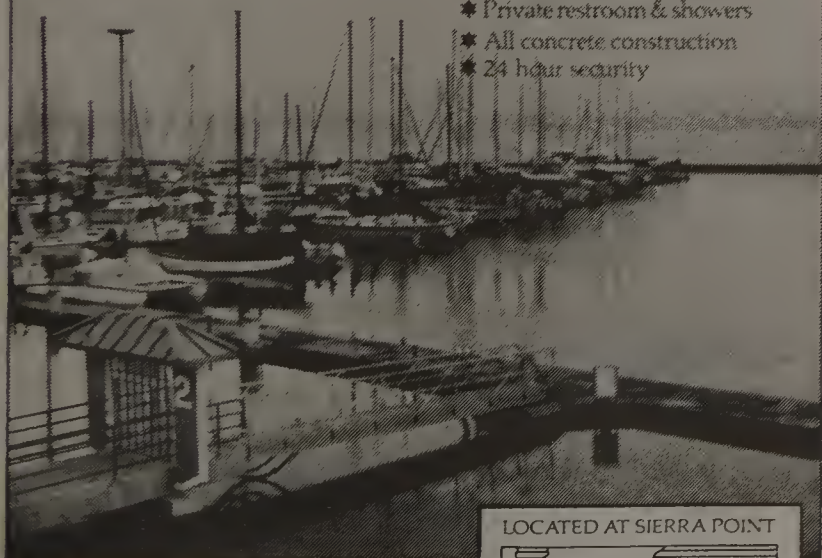
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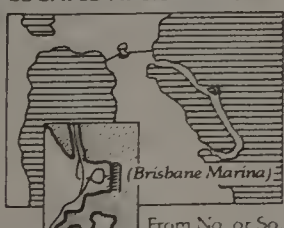
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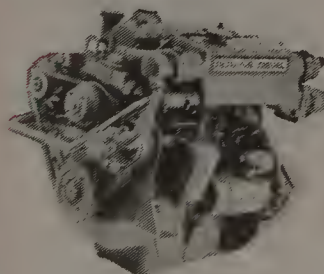
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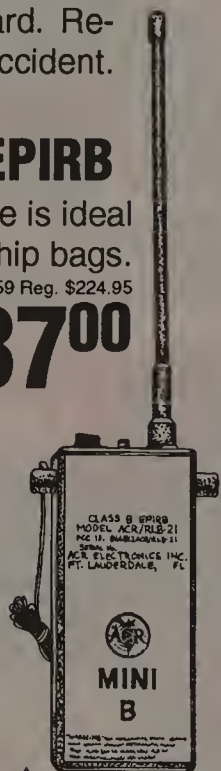
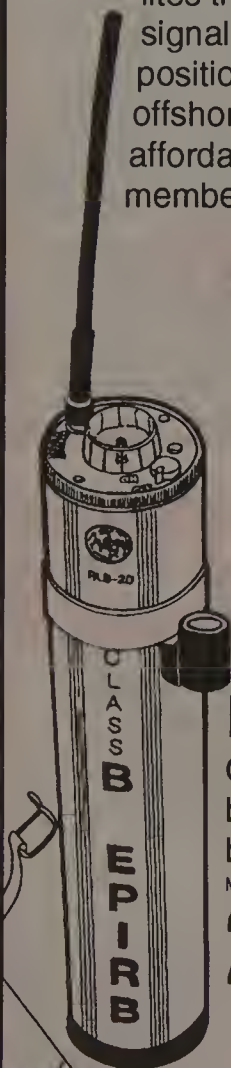
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## LETTERS

until I can pay off all my bills.

I do intend to pay for the sails I bought, but right now I'm living on food stamps and can barely pay for my apartment. I would love to be able to go sailing to help relieve the stress, but it's impossible since my equipment has been stolen.

All in all, I regret the situation and don't believe the letter from Taft to be irresponsible or slanderous. At the same time, I don't think I deserve bad mouthing or being kicked while I'm down. I'm generally considered to be a 'good guy' who just happens to be down on his luck right now.

P.S. I still haven't found out who took my equipment, but I may have a lead. A so-called 'team' in need of spare equipment — due to their lack of finances — may be responsible. I'll provide more information when it comes to light.

Robert Baldino  
Pt. Richmond

*Robert — We don't think it was anyone's intent to bad mouth you or kick you while you were down. Nonetheless, it's easy to appreciate Taft's vexation over the irony of you complaining about sails being taken from you. Yes, the circumstances might have been slightly different, but the net result to you and Taft was the same.*

*No one is suggesting you're a bad guy and we, like everybody else, hope your situation takes a turn for the better. In fact, we were delighted to see you driving a mid-size racer/cruiser in last Friday's Corinthian YC beer can race.*

### REASON AND RAGE

As you may already know, *Rage*, the Tom Wylie designed 70-foot ULDB has been trying for the last several months to enter the 1993 Transpac. She was originally intended to race in the 1994 Pacific Cup, but the announcement of a PHRF division by the TransPac YC in December of 1992 prompted an acceleration of the building schedule.

*Rage* was built in just 10 weeks by Schooner Creek Boat Works in Portland, Oregon. She was in the water and sailing on March 15, meeting the TransPac deadline. She was then assigned a Southern California PHRF rating of -51 and entered the TransPac.

On June 4, subsequent to the close of entries, *Rage's* owner received a rule change stating that PHRF division boats close to the race entry limit of -54 would be required to meet the requirements of the IMS division. This meant obtaining an IMS measurement certificate and showing a weighted average speed of no greater than 9.9 knots. *Rage* was measured. The lowest practical rating that could be achieved with reduced sail area was 10.4. Not qualifying, the owner and crew of *Rage* decided to cruise alongside the race as an unofficial competitor.

Then on June 18, *Rage* was informed that another sled had failed to meet the 9.9 cutoff, coming in with a rating of 10.261. The race entry limit was now raised to 10.261 and *Rage* would qualify.

*Rage* was sailed to Los Angeles for the start of the race. After a meeting with the officials of the TransPac YC, it was decided that we'd be allowed to race as an official entry. We'll only be allowed to use our delivery mainsail and smaller Santa Cruz 50 spinnakers. Fortunately we were able to purchase used spinnakers in the three days left before the start of the race.

We thank the TransPac YC for the opportunity to race, the members for agreeing to the exceptions to the entry requirements, and look forward to seeing everyone at the finish in Hawaii.

Steve Rander & the crew of *Rage*  
Portland

*Readers — To see how Rander and Rage fared in the TransPac, turn to pages 94-102.*



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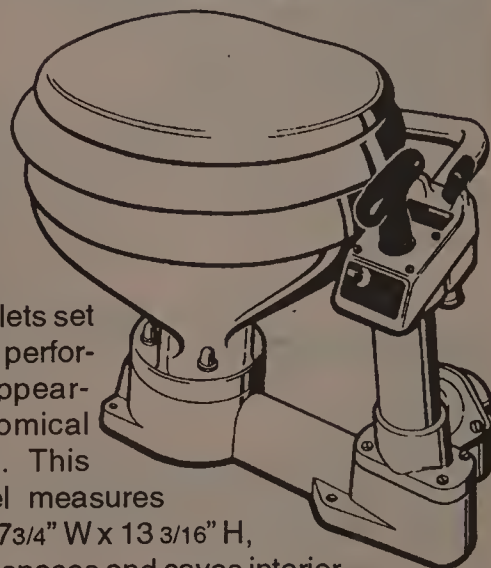
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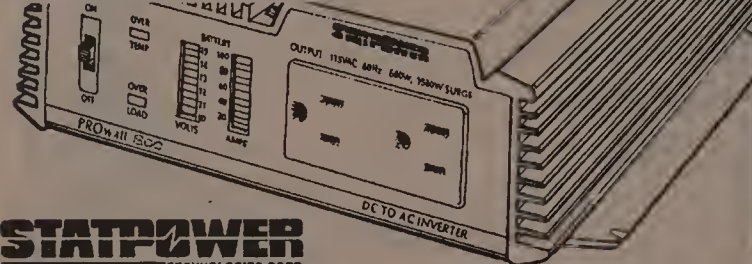
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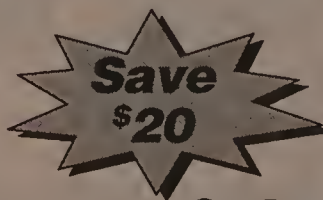
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## LOOSE LIPS

*Grazie for the memories.*

Raul Gardini, the flamboyant Italian businessman who entered the world of yachting right at the top, was found dead in his Milan



Raul Gardini.

apartment on July 23 of an apparently self-inflicted gunshot wound to the head. This came in the wake of an ever-broadening corruption investigation in the country, in which a former business associate repeatedly named Gardini in a whole string of accusations. Gardini, 60, reportedly read the disclosures in his morning paper, wrote the names of his family and the word *grazie* ('thank you') on a business card and pulled the trigger.

Gardini first came to prominence in the yachting scene in the maxi circuit in the mid to late '80s, teaming

up with Bay-bred American ace Paul Cayard for a string of victories aboard the Frers 80 *Il Moro di Venezia*, a name all his boats would wear. In the last of the 'great' Big Boat Series on San Francisco Bay in 1988, that boat straight-bulleted a nine-boat maxi fleet, which happened to include the Frers 81 *Matador*, owned by a fellow named Bill Koch.

As we all know, the names of Gardini, Cayard and Koch really came to world attention in the last America's Cup, when the bright red Italian boat became the first European challenger to reach the finals of the America's Cup since the British *Sovereign* in 1964. It was also the first European boat to win one of the best-of-seven bouts since England's *Endeavor* went 4-2 against the American J-Class *Rainbow* — in 1934!

Gardini's fortunes took a turn for the worse after the Cup races. He was forced out of the family business, and had recently been disassociated with Paul Cayard's fundraising efforts for the next Italian America's Cup syndicate. Apparently, Gardini was such a hot potato that potential sponsors were reluctant to form any sort of association with the team if he were part of it.

Never too old to rock and roll.

According to the *Guinness Book of World Records*, a fellow named Stefan Szwarnowski holds the record as the oldest singlehander to sail across the Atlantic. He was 76 when he made the, ahem, 72-day crossing in 1989. But Stefan may soon be upstaged — by a woman! In mid-July, Mary Harper, a 78-year-old grandmother from Pennsylvania set sail from St. Johns, Newfoundland on her 30-ft sloop *Quan Yiu II*, bound for Ireland. An avid sailor since her husband died 10 years ago, Mary expects the journey to last no more than a few weeks, which sounds about right to us. (Jeez, mon, she could take all the sails down and drift across in less than 72 days. What took Stephan so long?) Good luck and fair winds to Mary.

It beats a cake sale.

Here's an interesting twist on fund raising: a portion of the proceeds from the sale of Ancient Mariners Beef Jerky (made by Bradley's Beach Jerky, Inc. of Grand Terrace) will be donated to the San Diego Maritime Museum to assist in the preservation of museum ships, artifacts and education programs.

Jerky is a natural for a sailing tie-in. In fact, the very word 'buccaneer' comes from an Arawak indian word which described a way of smoking meat that dates back to the 17th century. Jerky has



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5/16"	122028	40¢/ft.	34¢/ft.	5/8"	122036	\$1.28/ft.	\$1.09/ft.
3/8"	122010	51¢/ft.	42¢/ft.	3/4"	122002	\$1.61/ft.	\$1.38/ft.
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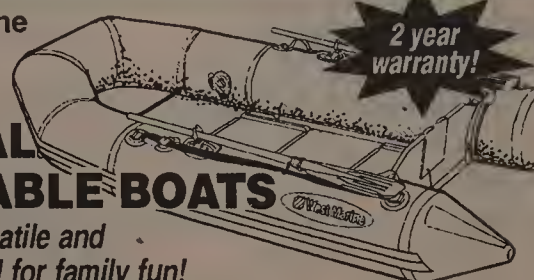
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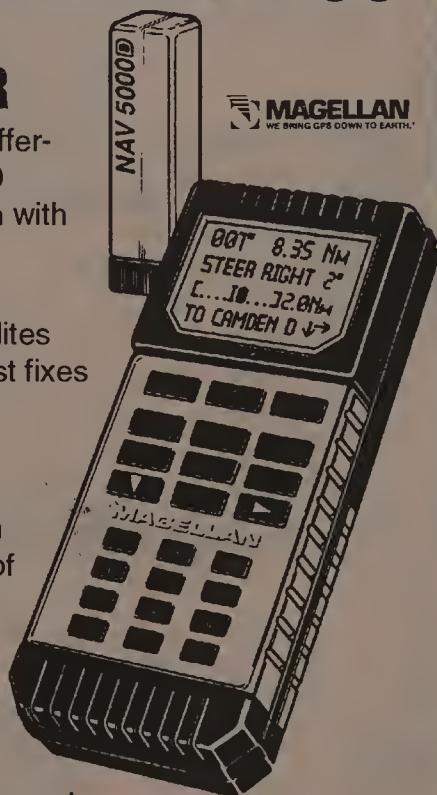
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## LOOSE LIPS

gone to sea in various forms ever since, commonly surplanting the often revolting 'salt horse' — large chunks of pork or beef soaking in casks of brine. Up until they did away with their 'tots' of rum, the British Navy welcomed a bite of jerky with the daily libation, and the U.S. Navy is still one of the biggest customers for jerky.

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#### Goodbye, Mrs. J.

Rosalie Jeffrey, who lived with her lighthouse keeper husband on Yerba Buena from 1915 through 1938, passed away on Memorial Day at age 101. Regular readers will remember her from a *Sightings* article we did last year. In 1987, she was invited back to the lighthouse keeper's house — then the quarters of the Coast Guard Admiral Jack Costello — for lunch and reminiscing. Peter Detwiler, a friend of Mrs. Jeffrey and author of the *Sightings* piece, sent notification of her passing along with the following note:

"Last Sunday, at a memorial service for Mrs. Jeffrey at the Calvary Presbyterian Church in Pacific Heights, the minister asked me to read my *Latitude 38* article. I was pleased to share her story with the group, although it was strange to see a copy of *Latitude* in a church!

Carrie (my wife and one of the children who Mrs. J helped raise as a companion/housekeeper to several well-to-do San Francisco families after her husband died) and I want to thank you again for publishing that story. It made Mrs. Jeffrey happy and that's why we did it. We're grateful to you and all the readers who talked to us about the story."

Glad we didn't get that yard bill.

After the *Queen Elizabeth II* ran aground off the New England coast last year, she had to be hauled for bit of panel beating and bottom paint. The Cunard cruise liner required 4,000 gallons of the latter, to be exact.

#### Where's Captain Nat when you need him?

We've run into this problem so many times, we can't tell you. How in blazes do you *really* spell the last name of L. Francis and Captain Nat, anyhow? The *Oxford Companion to Ships and the Sea* says 'Herreschoff'. (But who can trust them? They list San Francisco as the capitol of California.) The *Encyclopedia of Yachting* claims 'Herreshoff'. The *Illustrated Encyclopedia of World Sailing* says 'Herreshof'. The *Great American Yacht Designers*, which we certainly want to trust more than the others, spells it with two 'f's and no 'c'. And it doesn't stop there. Apparently nobody can decide if Captain Nat's full name is spelled 'Nathanael' or 'Nathaniel', either! Jeez, Louise. A call back to the Marine Museum bearing one of sailing's most illustrious — if unspellable — names 'settled' the issue . . . we think. They say it's Herreshoff, and Nathanael.

So close, yet so far.

Gino Susini didn't quite make it. The 70-year-old left Florence, Italy, in 1991 in a 41-ft sailboat he built himself. His goal was to circumnavigate, eventually coming to port in the New South Wales country town of Walla Walla, where his son Ricardo lived. Instead, a New Zealand research ship found Susini dead in a life raft in late July. A search turned up no sign of his boat. When found, Susini, who had departed Tahiti on July 4, was only a few days from his goal.

#### What a strange question.

Awhile back, the *Chronicle's* 'Question Man' asked "What Risk You Wouldn't Take?" For Aran Murphy, a 'job seeker', it was, "Never sailing over the Bermuda Triangle. You just hear too many weird things. Just last year I heard another story about a guy sailing there. I don't think he disappeared, but something strange happened to him." Aran, about jobs, have you tried the *National Enquirer* yet? . . .



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# SIGHTINGS

## headed off at the pass

It was just one of those days. Jim Kirsner and three friends had been out enjoying a beautiful summer day on the Bay aboard his Islander 36 *Midnight Pass*. When they saw the tallship *Concordia* sailing majestically under the Golden Gate, they tacked over to get a better look, joining a small flotilla of boats escorting the 185-ft steel barkentine into the Bay. The next thing anyone knew, *Midnight Pass* was boxed in between the *Concordia* and another yacht. With time and space running out fast, Jim tried to wheel the Islander out of harm's way, but the backstay snagged on the nearby yacht. As we understand it, this in turn spun *Midnight Pass* right into the path of the advancing tallship, with the result you see here. *Concordia's* speed was estimated at 8 knots when the two boats made contact.

Fortunately, lookouts on the tallship apparently saw the situation developing and sprang into action well before contact occurred. It's worth noting that the San Francisco arrival of *Concordia*, a combination sailing classroom and sail training ship run by the Canadian-based Class Afloat

continued outside column of next sightings page

## why the

Lots of elements contribute to a winning effort, with proper boat preparation certainly being near the top of the list. For the weight-sensitive ULDB 70s, that includes putting the boat and its equipment on a very strict diet.

On three separate occasions before this year's TransPac Race, *Silver Bullet's* program manager John Jourdane and crewman Curtis Blewett took *everything* off the boat. Before anything went back aboard, it was individually evaluated to insure it was *really* necessary. Jourdane admitted they may have gone too far, as the *Bullet* left Long Beach without a can opener. However, it wasn't that big of a problem because *Silver Bullet* carried very few canned goods. As





## winners win

Jourdane explained, "Cans weigh too much."

In fact, *Silver Bullet* carried no canned or bottled drinks — no beer, soft drinks, wine, alcohol or fruit juices. The boat has a water-maker and water was the only consumable liquid on the provisioning plan. For those desiring a touch more variety, the boat did carry powdered milk, Gatorade and Tang.

The weight of all packaged foods was reduced by removing all of the cardboard packaging materials before the food was brought on the boat. This not only eliminated weight, it also cut down considerably on trash. This was important because the crew of *Silver Bullet* had no intention of

continued middle of next sightings page



## headed off — cont'd

organization, signalled the end of the school year for the 40 or so students aboard. But when the word came down from the quarterdeck, "They went from a bunch of happy kids to a well-synchronized tallship crew" says Alice Cochran, one of scores of witnesses who watched the whole thing transpire.

As *Concordia's* bowsprit 'threaded the needle' between *Midnight Pass's* mast and backstay, the sails on the tallship were already coming down (or up, in the case of the yards). Within 10 minutes, the ship had almost all sail off and had stopped her forward progress with the engine in full reverse. At that point, the ship's bosun was able to climb out on the bowsprit and push the yacht's mast free.

It was a harrowing 10 minutes aboard the *Islander*. "My crew was sure we were going to lose the rig and be run down," says Jim.

Fortunately, that didn't happen. In fact, *Midnight Pass's* mast stood through the entire encounter. But she hardly escaped unscathed. Being dragged on her side for so long, the boat scooped up copious quantities of water. Once upright, the water covered the batteries and rendered almost the whole electrical system useless. Fortunately, though, the boat's diesel started. Jim and his crew got the sails down and furled, and were able to motor home to their Marin slip, taking turns on the manual pump the whole way. By the time they pulled in, the water was pretty much gone.

Jim reports the masthead fitting, though it held, "looked like a pretzel". The mast also got twisted and will have to be replaced. But, fortunately, no one was injured in the dramatic encounter.

Jim, who has more than two decades of Bay sailing experience, has a couple of observations that may help others avoid similar encounters: "Big ships are usually moving faster than you first imagine," he says. "And anytime there's a big crowd of boats, stay out of it."

*Editor's Note — The rest of Concordia's stay in the Bay went more according to plan. After several days of open house at the Bay Model docks in Sausalito (sponsored by the Sausalito Tallships Society) over the Fourth of July weekend, the ship departed with a new complement of students for a month-long summer school session which ends in Vancouver.*

## 'bay fill' is back!

The Bay Conservation and Development Commission, we're happy to remind you, has suffered two significant court defeats in the last year and a half or so. The first was Doug Storms' case in January of 1992. Storms has lived aboard his boat, which is anchored in Richardson Bay, for several years now. Like other anchor-outs, he generally minds his own business and his presence hurts no one. Then the BCDC came along out of the blue and said he needed to have a permit, or he had to vamoose. Their reasoning: his boat was 'bay fill', which in the eyes of the BCDC carries all sorts of nasty connotations — over which they have authority, of course. The court found otherwise, noting additionally that Storms was not polluting, not a hazard to navigation and that he was already in conformity with regulations put forth by the RBRA, the Richardson Bay Regional Agency.

The second case was in March. This time the battle was with San Mateo County over the issue of whether the harbor district — specifically Oyster Point Marina, in this case — has the right to regulate liveaboard boats without having to deal with all sorts of BCDC permits and rules. Again, the BCDC went down to defeat.

Alas, they still don't get it. Doug Storms recently received notice that BCDC was going ahead with their appeal on his case. This came in the form of a 16-page summary detailing the case up to this point, along with the BCDC's contention that the judge in the original decision misinterpreted the definitions of 'bay fill', 'substantial change in use', and the word 'structure' — concepts that, in our estimation, are perfectly clear to any third grader. A boat is not 'fill'!

"The McAteer-Petris Act (legislation which established the BCDC in 1965) does not include in its definition of 'bay fill' a boat capable of self-propelled

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# SIGHTINGS

## 'bay fill' — cont'd

navigation," says Tom Davis, Storms' Sausalito-based attorney in the 1992 decision. "That was the at the heart of the ruling.

"I think what the BCDC is really doing with this appeal is seeking a legislative remedy to the problem of anchor-outs — they're asking the court for a definition that will expand their authority over boats."

If that's so, in our humble opinion, their only hope is to find a judge suffering from severe dyslexia. It's not bad enough that the BCDC is asking for apples to be declared oranges, but some of the reasoning put forth is downright goofy. For example, Storms' boat would be okay if it had been anchored in the same spot prior to the McAteer-Petris Act. However, by anchoring out only a couple of years ago, his boat now constitutes a 'substantial change in use' of Richardson Bay.

We really like the conclusion, too, wherein the authors of the brief contend, "The court should not bless the continuation of the aquatic equivalent of an RV mobile home encampment on public trust lands in the middle of San Francisco Bay."

Diluting the humor of the BCDC's stance is what all this is costing

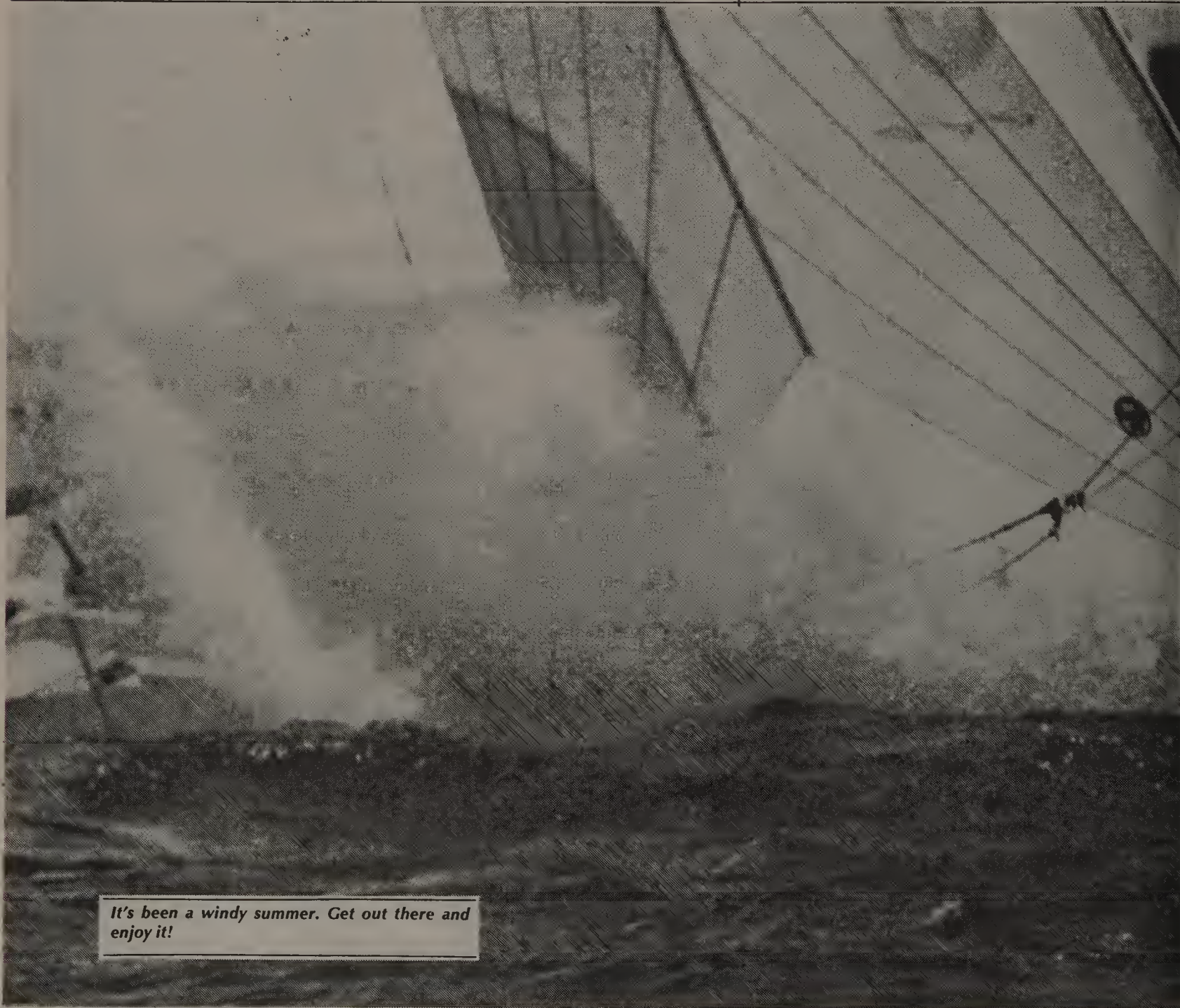
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## winners

throwing anything into the ocean. Their trash was saved for disposal in Hawaii — divided into separate bags for recyclable and non-recyclable items.

Clothing was not overlooked in *Silver Bullet's* weight reduction plan. Well before the race, Jourdane sent every member of the crew a list of what clothing each of them would be allowed to bring along. The list specified: four undershorts, four T-shirts, four pairs of socks, two pairs of short pants, one set of warm clothing, one hat, one pair of sailing gloves, one set of light foul weather gear and one pair of sunglasses.

Additionally, each crew person was allowed to bring a toothbrush, but no toilet bag or toiletries. (The boat provided essential toiletries along with soap for



*It's been a windy summer. Get out there and enjoy it!*



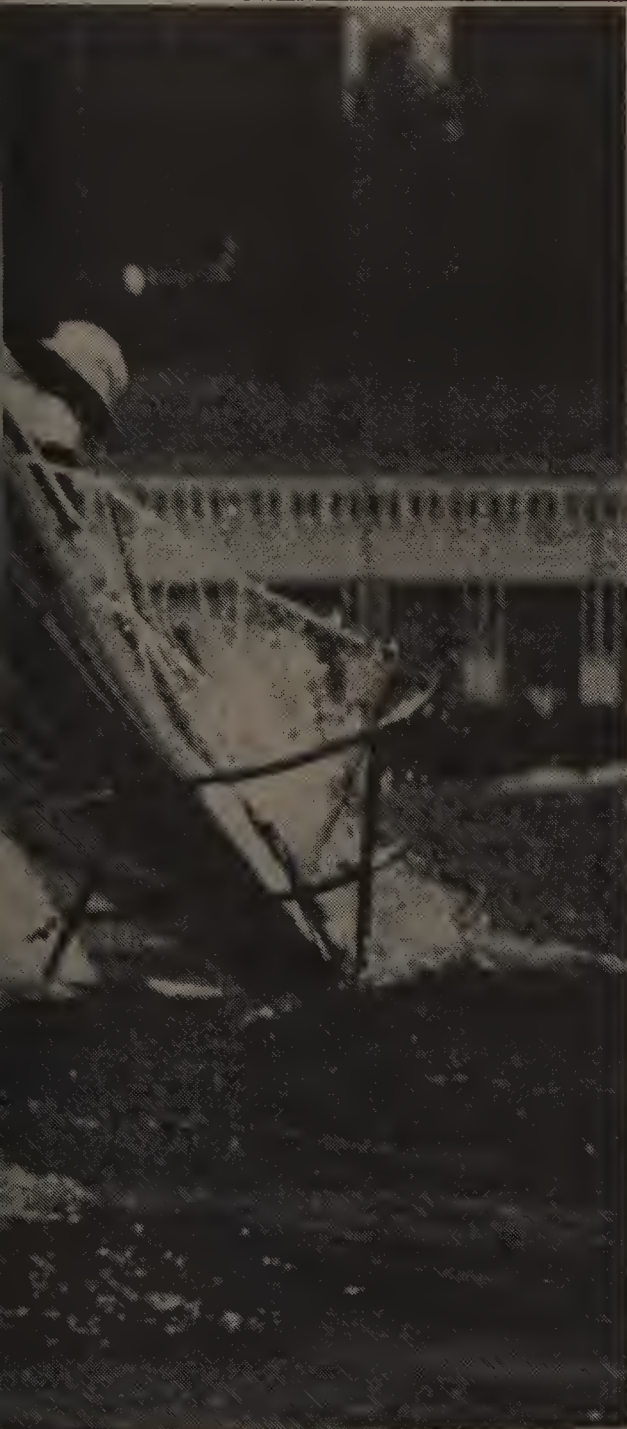
## — cont'd

washing out any clothes that might need a bit of freshening.) Seabags were likewise not allowed. Each crewmember was assigned a cubbyhole on the boat to store clothing, and was instructed to bring that clothing aboard in a plastic trash bag.

Jourdane was generous enough to allow the two bowmen to bring seaboots, but no one else was afforded that luxury. He also softened up at the last minute and put 12 cans of Coke on the boat — but stipulated that they all had to be consumed on the first day of the race.

— tom leweck

*Editor's Note: The foregoing is reprinted with permission from the July, 1993, issue of continued middle of next sightings page*



LATITUDE/ROB

## 'bay fill' — cont'd

taxpayers. We were unable by presstime to obtain any numbers, but it's got to be a pretty penny — the names on the appeal include State Attorney General Dan Lungren, Chief Assistant Attorney General Roderick Walston, Senior Assistant Attorney General Jan Stevens, Supervising Deputy Attorney General Dennis Egan and Deputy Attorney General Marjorie Cox.

Even against such heavies, Doug Storms is not about to go down without a fight. But he's just one guy. In a sense, though, in this case he's everyman. If you've been following his cause in these pages, you'll know the precedent set in his original case is one boaters can ill afford to have reversed. The BCDC has to learn to keep their noses out of boaters' business and concentrate on what they were created to accomplish: the conservation of the water of the Bay and the development of its shoreline. There are plenty of other entities to regulate boaters; we sure don't need another.

To help Doug with legal fees in 'round 2', plan on attending a fundraiser in Sausalito's Dunphy Park (300 Napa St., adjacent to the Sausalito Cruising Club) on September 11 from noon to 6 p.m. Any businesses interested in donating prizes for a raffle may contact Doug at (415) 331-7925. Any private donations will gladly be accepted at 300 Napa St., #34, Sausalito, CA 94965.

## hankering to go

It is days before presstime, and just hours before Hank Dekker's July 26 departure from Baltimore, Maryland. Destination for the blind singlehander: Plymouth, England, 3,450 miles hence. Yet he's had little time to ponder the enormity of the undertaking. As he has been for weeks now, Hank is still dealing with the myriad of last-minute details involved in any extended offshore passage.

The major 'detail' to date has been the rig in his Olson 30 *NFB Baltimore*. It had to be pulled and completely rebuilt soon after arrival in Baltimore. It has now been upgraded to double spreaders with added longitudinal support from which Hank can hoist a 40 square foot storm trysail.

The drawback to the work has been that it's cut back on tiller time, and Hank will be crossing the 'pond' with little personal sailing time on the boat, at least on this coast. Fortunately, he is a quick study and likes to do things by the numbers, so it looks like sea trials during the crossing. On the up side, the Monitor wind vane is handling the boat beautifully on every point of sail.

A beautiful job was done on his braille charts by the folks at the National Federation for the Blind in Baltimore, his main sponsor and the source of the boat's name. Although most people there are not too familiar with what's involved in a solo crossing, everyone has jumped in to cover all the bases. Not only were all of the pilots and sailing instructions transferred to audio tapes, but audio instructions for all the equipment on board have been recorded. *NFB* has also done a great job in voice synthesizing Hank's GPS and Loran.

Hank has melded into the local scene well. Next to his slip in Baltimore is a 'living classroom' set up for inner-city kids to restore local Skipjacks. An immediate bond was formed, and Hank was able to share life with the kids in his usual upbeat way. The 'Wharf Rat' tavern with its \$1 beer and good company has helped smooth out the more frustrating days, as has Louise Fox, part of the crew of *Pride of Baltimore*, who's added romance to the hectic pre-departure equation for Hank.

Once *NFB* clears Cape May, Hank estimates that the crossing will take 20 days. In Plymouth, Sue Davis assures us that Hank's arrival will be celebrated in true British style, including an official welcome by the Royal Western YC, a berth for his boat, and a bed at the best hotel Plymouth has to offer.

Hank and the National Federation for the Blind wish to personally thank the following individuals and companies for their enthusiasm and invaluable support in this endeavor: Henri Lloyd (foul weather gear and SissystemAir survival suit), Patagonia (everything for keeping Hank warm and toasty, as well as more sporty togs for those cool English nights), Furuno (GPS), ICOM (SSB radio), NCLAS (Argos Positioning System beacon, complete with second base station set up at *NFB* headquarters), Scanmar Marine (Monitor wind vane), Harken (roller furling system), and the crew at Tide Water Marine in

continued outside column of next sightings page



# SIGHTINGS

## hank — cont'd

Baltimore who hauled the boat three times and removed and replaced the stick twice. A special thanks to Sue Davis at Magnum Public Relations in England.

Those wishing to follow Hank's progress can do so through a special 800 number that's been set up for the voyage. It's (800) 808-HANK (or 808-4265). Local callers can get the same updates through (415) 255-4170.

— carl himmelman

*Editor's Note: In our writeup last month, we stated incorrectly that Dekker needed to pay the Coast Guard \$35 a month to monitor his ARGOS signal. The correct figure is \$45 a day. Also, when we heard 'Furuno', we automatically assumed Hank meant radar. In fact, Furuno donated a GPS unit. 'NFB Baltimore' will not carry radar. We regret the errors.*

## crew overboard test set for august

At various other places in this issue, you'll read about no fewer than three people falling off boats in July. One got smacked by a boom, another slipped while taking a dump off the stern and the third had to tread water for 10 minutes while six boats in his racing fleet passed him blithely by. Unreported until now was a well-known Merit 25 skipper who tumbled off his boat during a race in June. All lived to tell the tale, with the Merit fellow actually going on

continued outside column of next sightings page

## first delta cruise

The phone rang last fall. "We need a boat handler for a couple of weeks to film *Hot Shots II*," my friend Joe says.

"Where?" I say.

"Up the Delta, near Stockton."

"Is there anchorage nearby?"

"Sure."

So, having never been to the Delta, I headed my cutter *Dulcinee* up for what proved to be a very interesting two weeks.

The movie is out, but I haven't seen it yet. As a matter of fact, I've never seen *Hot Shots I*. Maybe I'll wait until it comes out on video.

— chuck saunders

*Below, Ransom Walrod, II Jefe of 'Studio Sea'. Among his credits are 'Captain Ron', 'Huck Finn', and 'Baywatch'. If it's shot on the water, Ransom's the guy. Right, I just couldn't pass this up.*



## winners

Sledding, the newsletter of the ULDB 70 Association. Leweck notes parenthetically that of the many awards Silver Bullet received in this year's TransPac (they swept the thing —

## pan, pan,

We interrupt this program to bring you an urgent message from the Coast Guard: Stop testing your 'Mayday mikes!' Many marine radios now being sold feature this nifty consumer gimmick. It's basically a button you press that automatically shifts the radio to channel 16 and signals a chip inside to transmit, "This is a recording. Mayday, Mayday, Mayday. Vessel number is (whatever you've programmed). Position (gives coordinates)." It does this twice in 45 seconds, presumably while you're madly rushing around inflating the liferaft and grabbing all the Spam you can carry. It's then silent for 30 seconds. Transmissions continue in 45/30 second patterns until the boat operator



## — cont'd

see story starting on pg. 94) was one from a Hawaii-based oceanic environmental foundation, which saluted the *Bullet* for their 'ecological contributions.'

## pan

deactivates the system by keying the microphone or turning off the radio.

The trouble is, people have been 'testing' this feature by simply activating it. So far, no actual false searches have been launched, but the Coast Guard has reported that at times channel 16 has been clogged with these synthetic cries of 'Wolf!'. Conceivably, such traffic could someday prevent real Mayday calls from getting through. The Coasties remind all boaters that channel 16 is for emergencies only, and ask that your new radio doodads be tested 'off the air'. (They don't say how you're supposed to do this.)

We now return you to our regularly scheduled programming.

## crew overboard — cont'd

to win his race. Within the last year, however, two crew-overboard situations did not have such happy endings.

The message, and we hope it's loud and clear: Don't ever think it can't happen to you.

Over the years there have been many methods devised to find and recover crew or other items that have fallen off boats. One of them is detailed in this month's *Max Ebb*. But efforts at 'standardizing' crew overboard (COB) maneuvers have met with only limited success. The reasons are many: the point of sail, the size of the boat, the sea condition and the experience and size of the crew can all dictate one method over another. Also, the most popular mainstream methods currently taught — the 'quick stop' and/or the 'figure eight' — require a fair amount of practice to perfect. Finally, most current methods seem to have been developed in flat water and calm conditions. As we all know, the dynamics can be quite different on a windy sea with a big swell running.

In an effort to remedy at least some of these problems, Sausalito sailing instructor John Connolly has developed a new maneuver he calls the 'fast return'. Key concepts to its effectiveness are simplicity — no jibes, no long 'counts' or distance estimates — and quickness: With virtually no practice, even we were able to return to the COB dummy in less than one minute. A few of the more practiced people aboard our test boat were able to do it in less than 30 seconds. Our fast returns were done in 15 to 20 knots of breeze, and worked equally well whether we were sailing on or off the wind.

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Above, The perfect way to end a lazy Delta day: blow a few jet skis out of the water with your deck-mounted machine gun. Actually, this prop gun fires bursts of flame using propane. Above right, Martin Sheen and his lookalike Vietnam river boat from 'Apocalypse Now.' The boat was trailered all the way from the East Coast, which shook a bunch of welds loose. They spent the whole first night welding it back together. Right, actor Gregory Sierra (with John, another boat driver) played the Iraqi captain. Below, the Fish and Game patrol boat 'Albacore' was stripped and modified to look like an Iraqi patrol boat. I understand it got pretty thrashed during filming. (All photos Chuck Saunders/Foto Float.)





# SIGHTINGS

## crew overboard — cont'd

On August 9, 10 and 11, Modern Sailing Academy of Sausalito has arranged a sort of 'wrestlemania' of crew overboard recovery techniques. The figure eight, quick stop, fast return and anything else anyone wants to try will be tested, compared and exhaustively evaluated by an impressive list of experts. These include representatives of all Bay Area sailing schools, as well as officials from US Sailing, ASA (American Sailing Association), Seattle Sailing Foundation (which developed the quick stop) and Southern California's Cal Sailing Academy.

We'll be there, too, of course. And we'll have a full report of the results in the September issue, as well as a quick 'how to' on the method judged best of the lot.

We understand that the tests (using multiple boats and crews) will be performed in the vicinity of the Golden Gate Bridge, both for the wind and because they'll be videotaped for future reference. Modern Sailing tells us the East walkway will also be an excellent vantage point for spectators. Also, another series of evaluations for the general public (and which will include night and ocean recoveries) is planned for September 27, 28 and 29. For more information on any of this, contact event coordinator Lori Rudiger at (415) 927-7372, or the Modern Sailing Academy at (415) 331-8250.

## birding on

Normally, the words 'aircraft carrier' conjure up visions of a billion-ton, flat-top behemoth that burns more petrochemicals in 15 minutes than it takes to light San Francisco for a year.

But back in June, Steve Brandon's Tartan 30 *Chimera* became an aircraft carrier of sorts when this determined pelican finally landed aboard after making a number of flybys. Aboard at the time were Steve, his wife, two Cornell students on a summer hire program with his company, and two additional friends the Brandons had met through the *Latitude* Crew List.

The *Chimerans* first noticed the bird 'buzzing' the boat soon after they'd left Emeryville. About 20 minutes later, the pelican came in and landed on the cabin top.

"He appeared to be in good health and





## the bay

not at all concerned about all these people, even when we touched his back," says Steve. He stayed aboard about an hour as *Chimera* sailed under the Bay Bridge, around Treasure Island and toward the City, eventually taking off to join other pelicans following an outbound freighter.

Probably everyone that's sailed offshore has had experiences with birds landing aboard. On various voyages here and there, we've enjoyed the company (and/or had to clean up after) everything from tiny finches to an albatros that collided with the rigging. But, like Steve, we haven't heard about too many birds landing on boats in the Bay.

Which is grist enough for another T-shirt contest. Send us your best bird-on-the-boat story, preferably with pictures, and we'll award T-shirts to the best ones.



STEVE BRANDON

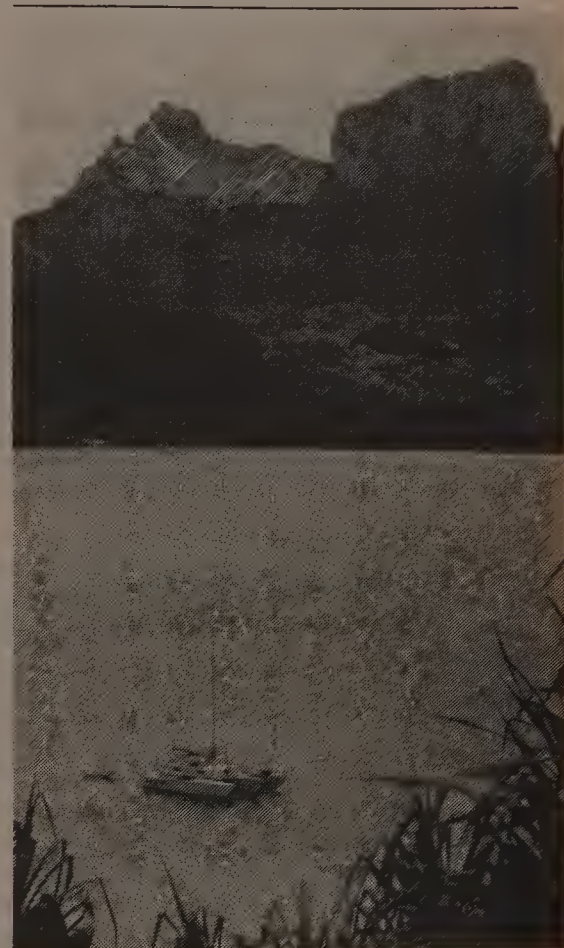
## fun with multihulls

Last month wasn't a particularly stellar one for local multihull sailors. On the Santa Barbara Race, Peter Hogg's race-leading 40-ft trimaran *Aotea* snapped off her rudder, and Bill Maudru's 46-ft *Defiance* capsized. For more on those adventures, see the coastal race article starting on page 116.

On a positive note, the Bay Area Multihull Association (BAMA) has scheduled a seminar which will focus on "The Elements of Successful Multihull Cruising". This will take place on September 17, from 7 to 9 p.m. in the Joseph Rizza Auditorium at Vallejo's California Maritime Academy. Scheduled speakers at this writing include circumnavigator Kelly O'Neal and two-time circumnavigator Don Sandstrom. Subjects covered will include, among others, heavy weather sailing, multihull safety improvements, efficient anchoring, electronics, power generation — and how *not* to end up like *Defiance*.

BAMA librarian Dave Burleigh also notes that a registry of historic multihulls is now being established, and donations of boats for restoration and viewing in a maritime museum are being sought. Hulls of particular interest are early Pivers, the first Cross, first Searunner, etc. For more information on either the seminar or the museum, contact Dave at (415) 956-4757.

Finally, to prove that things aren't ever so bad that they can't get worse, we offer the anecdote about a well-known multihull sailor aboard another boat that was also disabled in a recent race. (He'd kill us if we mentioned his name, so that's as specific as we're going to get.) Anyway, the breakdown was pretty frustrating as the same piece of gear had failed before. Plus, the boat was leading the race at the time by a considerable margin. In an attempt to shake the funk that pervaded the slow trip home, at one point he announced, "I've always wanted to try this," whereupon he dropped his drawers and sprawled face down to relieve himself through the safety netting. "Hope the fish aren't biting!" he joked. Not two seconds later, a sneaker wave came through the hulls just right and *completely* drenched the fellow. He was, of course, wearing his last set of dry clothes at the time.



Kelly O'Neill's 'Elm Street' in Bora Bora.

COURTESY KELLY O'NEILL

## coast watch

We're trying out an idea for a new column in *Latitude 38*. Tentatively called *Coast Watch*, it will contain summaries of Coast Guard Search and Rescue activities that involve sailboats, are of interest to a general boating audience, or that are simply too weird not to note. The material will be timely — a month's worth of activity up to the middle of the month before publication. It will be supplied to us via an arrangement with the 11th Coast Guard District in Long Beach.

We think this is valuable information to pass on for several reasons. First, it shows that at least some of our ever-increasing tax dollars are going to help people who need it; second, it will show how much of our tax dollars are *wasted* on unnecessary searches due to ill-prepared voyages or simple confusion; and third, it will highlight the value of perhaps the Coast Guard's most important mission: saving lives.

In all honesty, the idea for 'Coast Watch' was launched months ago, and

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# SIGHTINGS

## coast watch — cont'd

the Coasties have been diligently sending us SAR summaries since October. So for this inaugural installment, we'll summarize the summary, so to speak, the past eight months worth of the most interesting calls.

**October 8** — The Coast Guard coordinated with Mexican authorities to assist the fishing vessel *Sea Lion*, on which a 27-year-old man had been stabbed in the neck and stomach during a knife fight at 0500 off Socorro Island (Mexico). With the man's bleeding stopped, the vessel was steaming for Socorro, where the his condition would be evaluated.

**October 9** — Group San Francisco conducted a search for a vessel reported sunk off San Rafael. The vessel was located just outside the San Rafael channel in 15 feet of water. Divers found that all electronics, including batteries and mounting brackets, had been removed, and that the vessel appeared to be a derelict. The Coast Guard was unable to locate the owner.

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## we've heard of the but this

It's called water hyacinth, and it loves three things: fresh water, sun and the Delta. Unfortunately, the affection is not mutual when it comes to Delta boaters. Over the years, various agencies and groups have done everything short of setting off nuclear bombs to get rid of the stuff, but it comes right back. This year, the hot weather and increased runoff seems to be particularly to the floating plants' liking, as this berther in Ladd's Marina will attest.

In Florida, a similar problem was solved by reintroducing manatees into hyacinth-

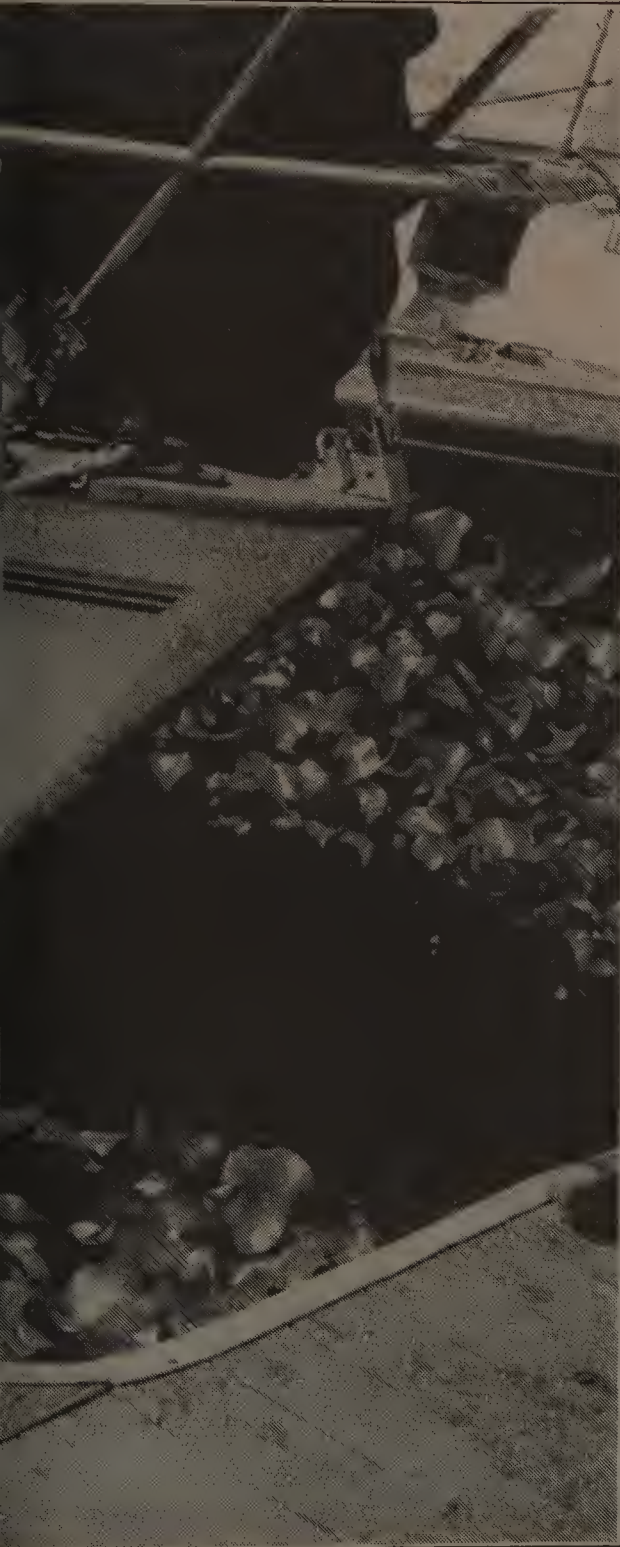




## greening of america, is ridiculous

choked waterways. While the manatees — those big, walrus-looking things that gave rise to the mermaid myths — love nothing better than to chomp down water hyacinth all day, they spoiled many a hot rod boater's day by dying under his propellers. How bothersome.

We have the perfect solution: Hire any male *Latitude* staffer to maintain the congested waterways. Most of us can kill a houseplant at 20 paces simply by looking at it. Put us in charge of its care and its fate is assured.



CHUCK SAUNDERS/FOTO FLOAT

## coast watch — cont'd

The Army Corps of Engineers was notified to remove the vessel.

— A solo sailor was rescued from the sailing vessel *Good News* 35 miles west of Fort Bragg, after the operator became "exhausted and hysterical" during a sail from Crescent City toward San Francisco in 20-ft seas and 25-knot winds. A broadcast notice to mariners was issued for the unmanned *Good News*, a 34-ft trimaran, which was last seen adrift off Fort Bragg on a sea anchor.

**October 24** — Group San Diego MedEvac'ed a crewmember off the 65-ft fishing vessel *Pegasus* suffering from a hook embedded in his eye. Patient transported in stable condition to Air Station San Diego, and thence to a local hospital.

**October 31** — Group San Diego responded to a report of an overdue 34-ft sailing vessel with one person aboard on a trip from Santa Barbara to San Diego. The vessel had departed Santa Barbara on October 16, with an ETA in San Diego of the 21st. The vessel was located in . . . *Alameda*? . . . in no distress. Case closed.

**November 1** — After picking up a 121.5 Mhz distress signal and reporting it to the Coast Guard, a Navy ship approximately 70 miles west of Cabo San Lucas launched its helicopter to investigate. The helo was only able to locate one merchant ship, and it was not in distress. The helo continued a search until it ran low on fuel and returned to the ship. The signal persisted. Five hours after the initial report, the Coast Guard narrowed the signal down to the Naval vessel's trackline. The Naval vessel reported its EPIRBs had not been activated. After several more hours of investigation, the Naval vessel reported it had found the source of the signal — the ELT (aircraft equivalent of an EPIRB) on the helicopter.

**November 7** — The 41-ft sailing vessel *Passing Wind* reported taking on water at Cortez Banks. A Falcon aircraft out of Air Station San Diego delivered a portable pump, but the solo sailor aboard was unable to recover it. A helicopter was launched, and deployed a rescue swimmer to assist in recovering and starting a second pump. The rescue swimmer determined the source of the leak was loose shaft packing. The packing was tightened, the leak stemmed, and the vessel was dewatered. The cutter *Point Stewart* arrived on scene and escorted *Passing Wind* to San Diego.

**February 2** — A 406 EPIRB signal from the fishing vessel *Sea Hawk* was picked up 15 miles south of Monterey. When *Sea Hawk* didn't respond to calls on VHF, group Monterey diverted an HH-60 helicopter from training to investigate. The helo found the vessel underway and in no distress. *Sea Hawk* reported that the EPIRB had fallen out of its bracket when the vessel took a roll and accidentally turned itself on.

**February 7** — LA/Long Beach Coast Guard were search coordinators for a missing 63-year-old man who fell off the Catalina 42 *Mona Esprit* while sailing offshore. The owner then fell overboard while trying to throw the first person a lifering. The sailboat sailed away from both men. The owner began swimming toward shore after last seeing his partner face down and unconscious in the water. The owner swam for four hours before being picked up by a Los Angeles pilot boat that heard him yelling for help in the vicinity of the LA light. A search failed to find the missing man at the time; his body was recovered in the area of the Los Angeles light on February 28.

**February 6 to 11** — On February 6, 7, 8, and 9, the Coast Guard received repeated pleas for help from a woman claiming the sailing vessel *Left Bank* was overdue on a voyage from La Cruz, Mexico to San Carlos, Mexico. Despite a UMB (urgent marine broadcast), and requests for information via the Mexican Ham net and Binational Committee, departure time of *Left Bank* from La Cruz could not be confirmed. Then, continues the summary, "Reporting source claims to be fiancée of operator of subject vessel. However, according to vessel operator's partner, the operator is married. Reporting source has only known operator for a short time and was unfamiliar with actual intentions of operator and apparently did not know that the operator was already married. When she heard from him, reporting source was supposed to relocate to Mexico to marry operator. Reporting source later called the rescue coordination center to report that third party believes vessel is underway in no distress. Reporting source believes she was 'jilted' by

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# SIGHTINGS

## coast watch — cont'd

operator and no longer believed the vessel was in distress. Reporting source apologized profusely for bringing Coast Guard into this matter. Case closed."

**March 7** — Group San Francisco went to the aid of a 40-ft fishing boat lost in low visibility approximately 8 miles off the Golden Gate. The nature of the operator's navigational problem was not determined. A helicopter was dispatched, found the vessel and guided it in about halfway, when the fog got too thick to do it safely. The vessel continued on, only to run aground on Ocean Beach. All three people on board reached shore safely.

**March 8** — EPIRB signal technology is far from perfect, as evidenced by no fewer than twelve 121.5 Mhz beacon signals emanating within 6 to 8 hours from the area around Catalina Island. Two sorties by Airstation Los Angeles were necessary to locate one beacon at Avalon Harbor, and as soon as it was shut off, all the others ceased. Go figure.

**April 9** — The 41-ft fishing boat *Vil Vana* sank off Santa Cruz Island with seven people aboard. Twenty-eight searches covering some 2,800 square miles were conducted over the next four days, with lots of sightings of debris from the boat, but no survivors. The LA/Long Beach Marine Safety Office investigated the case as a major marine casualty.

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## hot zam

After several years in the Pacific Northwest, Chuck and Sheila Weghorn returned recently to the Bay Area to live — and to once again get involved in the local sailing scene. Chuck had enjoyed some success in the late '70s with a former boat, the Carter 39 *Bohemia*, but this time around, he was looking for an old IOR boat that could be easily updated to be competitive under IMS.

"I gave the parameters to a bunch of different yacht brokers, but none of them came up with anything," says Chuck. "Then one day I was driving in the hills behind Newport Beach, and I spotted this boat up on a cradle. I said, 'There's what I've been looking for'."

The boat turned out to be the Farr 52 *Zamazaan*, one of most successful racing





## — she's back!

boats ever to sail out of San Francisco Bay. In her heyday — the early through mid-'80s — under owner Neville Price, the boat took firsts in all the big events, TransPac, Clipper Cup and the Big Boat Series. A young Paul Cayard drove in that latter 1981 event.

Subsequent owners Bob Cole and Larry Stewart also enjoyed successes with the boat. But as with so many IOR battlewagons, *Zamazaan's* glory faded all too soon. And with it her luck. Stranded on a reef in Hawaii in the late '80s, she was picked up by a guy who fixed her up — and then got popped by the Feds for some sort of scheme. *Zamazaan* was confiscated, and that's the last we heard of the boat until she showed up at San Francisco Boat Works earlier this year, where she underwent a complete refit.

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LATITUDE/ROB

## coast watch — cont'd

**April 19** — One person was missing from the 34-ft sailboat *Sister Josette*, which was capsized and apparently sunk by a large wave off Mexico's Cabo Falso. A crewman on deck was thrown clear and managed to swim the three or four miles to shore. The second man, who was below at the time, has not been seen since. All that was found was debris. The search was suspended on April 25.

**April 22** — The Coast Guard went on alert and Mexican authorities launched vessels and aircraft in response to a 406 EPIRB hit in the vicinity of Salina Cruz, Mexico. The sailing vessel *Felicity* was found in no distress. The operator said he was "testing" his EPIRB.

**May 3** — The sailing vessel *White Star* reported it was dragging anchor in high winds south of Anacapa Island. Both a helo and cutter were launched to assist. The four people aboard *White Star* were evacuated to the cutter via the ship's small boat. The cutter crew then reboarded *White Star* and determined the three anchors had begun holding. The owner said he'd have the vessel towed when the weather improved.

**May 6** — A small plane reported spotting a capsized catamaran 9 miles off Angel's Gate (Los Angeles). A helicopter and 41-footer were launched while the private plane circled the boat. While these units were enroute, a good samaritan rescued the two people in the water and transferred them to the 41-footer when it arrived. After repeated attempts to right and/or tow the catamaran failed, it was abandoned.

**May 11** — The Coast Guard received a request from the Navy to assist in the search for a possible man overboard off the *USS Antietam*. A total of five helicopters from various stations responded, combing the ship's track area 35 miles SW of San Clemente Island. The crewmember was finally located — ashore in Long Beach. He had missed the ship's departure. The Navy is 'investigating'.

**May 26** — The Long Beach Coast Guard received an emergency 406 signal from an EPIRB registered to the fishing vessel *Leslie Jane*. The *Leslie Jane* was found moored in San Francisco. Its EPIRB was located in a repair shop.

**May 29** — A Coast Guard C-130 performed a 'babyvac' from Oahu, Hawaii to Orange County. The 2-year-old patient was suffering from a heart ailment and had undergone bypass surgery the previous week. Due to the size of the life support system that needed to accompany the child, a civilian aircraft was not able to make the flight.

**June 12** — Group San Francisco was contacted by a woman who claimed her boyfriend was possibly headed to the Farallon Islands to commit suicide. The Coast Guard spotted his vessel (type not specified) as it drifted onto the rocks near the south side of the Golden Gate Bridge and broke up. No one was spotted aboard, and a search of the area over the next day turned up nothing.

**June 22** — The report of a dismasted 'derelict' adrift off Ventura brought investigators out to find a 45-ft sailboat that had been completely stripped of all gear. The owner was tracked down through the CF number and ordered to retrieve the hulk.

**June 22** — A 35-ft sailing vessel fired a flare off Point Vicente. The Coast Guard responded by dispatching a helicopter and 41-footer. Upon arrival, they found the vessel in no distress. The owner had shot off the flare because there was no wind. The Coast Guard notified Vessel Assist and stood by until they arrived to tow the sailboat in.

**June 29** — Three different sailboarders sailing off Crissy Field got in trouble on this windy Tuesday. The first was reported by a sailboat unable to assist: a windsurfer 'colored purple' from exposure was unable to get back on his board. Station San Francisco immediately dispatched small boats and a helicopter, and put out an urgent marine information broadcast (UMIB). A good samaritan boater hearing the call located the boardsailor and got him out of the water. Another good samaritan who heard the UMIB picked up another exhausted windsurfer who had not yet been reported in distress. The Coasties were unable to locate a third boardsailor reported in distress in the vicinity of the Golden Gate, but called off the search when he contacted his girlfriend. He had been carried all the way to Treasure Island by the flood, and crawled out of the water there to make the call.

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# SIGHTINGS

## coast watch — cont'd

**July 5** — The Coast Guard in Long Beach received numerous calls from boaters about boxes marked 'explosives' floating in the San Pedro Channel. A LA/Long Beach-based 41-footer recovered several of the crates and found all of them to contain expended ammunition. Where they came from is anybody's guess.

**July 11** — On a bet from friends, a drunken bungee jumper leaped off a 130-ft high bridge near Six Rivers — without bungee cords. Forest rangers on scene requested medivac and a Coast Guard HH-65 helicopter transferred the idiot to Mad River Hospital. At last report, he was in critical condition with head and chest injuries.

The delay in publishing the foregoing has allowed us to compile a few more sobering statistics: No fewer than 11 people have jumped from the Golden Gate Bridge since October, including two on June 16. One survived. There were also three suicide jumps from the Bay Bridge.

As we said, if the interest is there, we will continue to list SAR information on a month by month basis. So how about it folks, is the interest there? <sup>1</sup>

## zam's back

Upon purchase from the government, Weghorn says he called Bruce Farr back in Newport (RI). "The first thing he said is, 'That was one of my favorite boats.' I asked him what I needed to do to convert the boat into an IMS racer and he said, 'Nothing. She was built converted'."

Now, with her cold-molded Kauri-wood hull and interior completely restored, and a

## rolling on

As they have for the last three years, Juniors from all over the Bay Area descended upon the Delta July 11 through 16 for the 1993 Junior El Toro Racing Clinic.



*Scenes from the RYC/SSC Junior El Toro Clinic. Inset, setting up for the day. Spread, do some of these 'juniors' strike you as a tad big for their age? And is that really El Toro #1?*

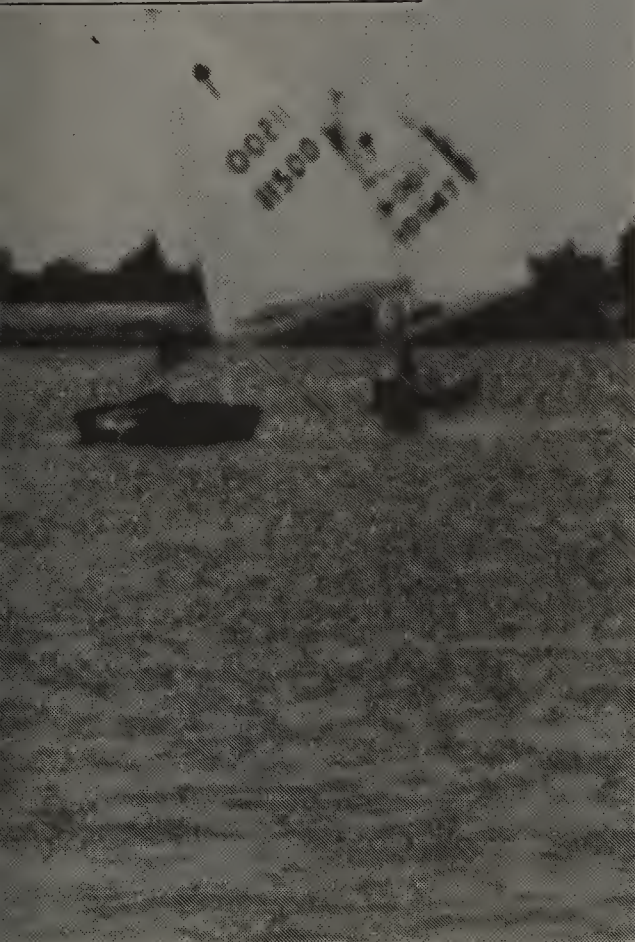
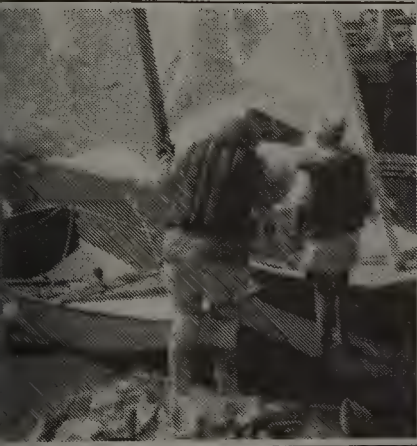


## — cont'd

new, taller rig in place, it's like a blast from the past to see the 'Zammer out sailing around her old haunts. And we should be seeing plenty of her. Weghorn and his crew of 13, including hard-working boat manager Adam Wheeler, will compete in the second-half IMS Ocean Series, this year's Cabo Race and "everything next year," says Chuck.

## the river

Co-sponsored by the Richmond YC and Stockton Sailing Club, the grounds of SSC became a huge campground for the week,



COURTESY EL TORO REGION 7

## natural cures for mal de mer

## Cure 1

Two summers ago, we set out from San Francisco for Drake's Bay with a young couple who were enthralled with the romance of the open sea. As we turned into Bonita Channel, we were surprised to find the Potato Patch as smooth as the Hubbell telescope mirror — only a few small ripples held the promise of a long motor run to Point Reyes.

Despite the calm conditions, our guests were soon hurling offenses to the jellyfish despite their Scopolomine patches. We found this perversely amusing, as we were unaffected by the calm seas — this time.

The same couple returned from a Hawaiian vacation with glowing tales of the Na Pali coast, and a tour boat skipper who gave everyone ginger-papaya tablets. No one aboard became seasick despite several hours of choppy seas.

Being a serious devotee of Scopolomine and Bonine, and having fed many fish while diving and sailing under their effects, I decided to look into the persistent ginger myth. While ginger snaps never stopped my nausea, I found there is considerable research confirming ginger's ability to relieve nausea and motion sickness, including the most severe forms of pregnancy-related nausea and vomiting which can require hospitalization.

I kept considering this information like a mantra as our vessel motored along under the Golden Gate bound for Santa Cruz on summer holiday. We'd begun our journey before dawn, and when I was forward raising the mainsail by braille and city loom, I felt the first twinges of nausea. By the time I had secured the foredeck and returned to the cockpit, I had dredged up that awful understanding of imminent seasickness. I dug into my foulies pocket, extracted a fresh raw ginger root, bit off a quarter-size chunk, chewed it and swallowed. I burned, sizzled and sparkled all the way down. But the moment it hit my stomach, my nausea stopped, instantly and completely.

On our way to Santa Cruz, we endured the most confused and choppy seas of our limited experience, and where the fog bank ended between Año Nuevo and Davenport, we surfed down wave faces with the knotmeter pegged at 12. We were beyond that initial apprehension type of fear and well into stark terror at various times along the way. There was no question about the wisdom of being tied to the boat with our harnesses while we were slapped around the cockpit by mean, snotty waves from every point on the compass. I had learned to keep a small plug of ginger in my cheek by now, slowly regulating the juices, and experienced no symptoms of motion sickness.

By contrast, Mike Jula, our navigator frequently worshipped at the rail despite his Scopolomine patch. I tried talking him into a bite of ginger, but soon our favorite harbor was in sight and we felt the relief of a calm refuge as the sun set.

After a few days of walking around Santa Cruz inspecting the Loma Prieta rebuilding efforts and the boardwalk scene, we returned to San Francisco in the same confused and choppy seas, but this time under power as there was next to no wind. Again taking fresh ginger, I experienced no symptoms of *mal de mer*. Mike finally relented around Davenport. As he chewed a piece of ginger, a smile appeared and within minutes his greenish pallor disappeared. We made Half Moon Bay that evening and enjoyed a giant and delicious dinner at the Moon Bay House. The next day as we slogged through the same confused and windless conditions, I felt no nausea and took no ginger. Whether I finally got my sea legs or ginger has a cumulative residual effect, I don't know.

I related this experience to a friend who is taking aerobatic flying lessons. Pilots are apparently not allowed to take medications such as Dramamine or Scopolomine because their side effects, especially drowsiness, are not conducive to safe flying (or sailing). He was frustrated by his inability to continue aerobatic maneuvers for more than about 15 minutes without becoming nauseated. By taking fresh ginger along, he found that he could extend his aerobatic time as long as he wished.

Another friend who gets motion sickness from a porch swing was recently able to enjoy a week on a boat for the first time while taking ginger and wearing wristbands.

So next time you're rolling around in the scuppers trying not to get too much breakfast on the side of the boat and wondering why in Holy Hell you

continued outside column of next sightings page



# SIGHTINGS

## natural cures — cont'd

were ever interested in sailing, why not test your resolve — try eating some fresh ginger. It's only a dollar at the supermarket.

— dan reasor

### Cure 2

It starts with incessant burping, and before you know it, you're chumming for fish. Seasickness is demeaning in every respect, especially when you start blowing it out of both ends. Some with large egos blame it on food poisoning or the flu. If the person was from Brentwood, for example, he might complain that he was suffering a bout of the 'Brentwood flu'.

Once on a trip down the coast, five of us sat down to a lasagne dinner, the first hot meal we'd had in five days due to rough weather. One of the crew members, trapped on the far side of the settee, started feeling a bit queasy and let go with a parking-lot size pizza right on the galley table. Being quick on the

continued outside column

of next sightings page

## river —

with families pitching tents, parents volunteering for meal preparation or off-the-water activities, and young guns on hand for some quality teaching: Jason Fain, Rebecca Harris, Melina Hoyer, Danielle Hill, Will Paxton, Jeff Loomis, Skip McCormack and Brett Hemus from the RYC Junior Program; and Laurie Wulff and Mark Breen from the Stockton SC.

And of course there were the juniors themselves. Whether they were beginners, intermediate or advanced, all enjoyed the warm Delta weather, camaraderie and high-caliber instruction.





## cont'd

The RYC/StkSC El Toro Clinic is just one of a number of programs designed to get young people off on the right foot who are interested in our sport. Almost all the hot Bay sailors came from such programs, the Cayards, Kosteckis, Sylvestris. Equally as important, if not as visible, have been the hundreds and thousands more who won't be household names, but for whom sailing has become a fun and relaxing pursuit that they can share with family and friends. The message: support junior programs. Volunteer to help with one, send your kid(s) to one. They're a good thing.

## lookin' good — to us

Deep-pocketed owners and young rock-star sailors aren't the only ones to lament the passing of IOR. As sailing photographers, we get dewy eyes when we think back on all the great death rolls, exploding masts and general mayhem that kept our shutters clicking like uzis on full automatic. Alas, today's more, uh, sensible designs rarely allow for such action. It's truly the end of an era.

Fortunately, some of the old war wagons are still out there doing it, though. Like Sy Kleinman's venerable Frers 58 *Swiftsure*, seen here rocking and rolling her way through last month's Lipton Cup. We'd like to say Big Blue went on to win all the marbles, but since we fight for truth, justice and the American way — well, we can't say that. In fact, soon after this picture was taken, a crewman fell off the boat. The subsequent recovery cost *Swiftsure* the race, and ultimately the series.

## natural cures — cont'd

uptake (that time), I was able to snatch the lasagne out of the way just in time. After cleanup, I dished myself up a portion of the pie and began to eat, but the rest of the crew came down immediately with the same 'flu' and we enjoyed a good ol' fashioned barf-o-rama.

Dramamine, Scopolomine, acu-pressure wrist bands all seem the choice of the masses, while saltine crackers, ginger root slices and ginger ale are good standbys. The all-time best, though, seems to be a few hits of marijuana. From my experience, it seems to have about a 99% cure rate and mellows the patient right out, to boot. After sucking down a big old doobie, bring on the sardine milkshake, we can handle it.

If for some reason none of the above work, a surefire last resort cure is to sit in the shade of a small country chapel 9 miles in from the sea.

— a singlehanded sailor from sausalito

## short sightings

**SAN DIEGO** — In the late 1800s, the iron barque *Euterpe* carried thousands of emigrants to far horizons. Now, as the *Star of India*, the big ship still takes on thousands of tallship buffs along San Diego's embarcadero for voyages of imagination. On August 17, the city of San Diego will combine a bit of the old with the new. Among those onboard for the ship's first sail in four years will be Malcolm Francis and Janice Bonnett, of Palmerston North and Paraparamu, New Zealand, respectively. The Kiwis won a contest in which descendants of emigrants who sailed on *Euterpe* wrote compositions about their ancestors trips. All entries — many of which were taken from old family diaries — were donated to the San Diego Maritime Museum, greatly enhancing the known history of the ship. "Some are fabulous," says museum development director Joseph Dittler. "The winning entries include some of the most descriptive writing we have seen on the *Star's* 130-year-old past." The first trip out of New Zealand for both Francis and Bonnett should be a memorable one; in addition to the boat ride, the winners and their spouses will be treated like royalty during San Diego's "America's Finest City" celebration (of which the *Star* sailing is part). It's all quite a contrast to the four-month voyage of their ancestors, which was often described as a 'living hell'.

**KEY WEST** — I've never in my life been hit by anything that hard," said 46-year-old Nadine Cloer. She was referring to a barracuda that jumped into her family's houseboat in July. The impact was nothing, however, compared to the fish's bite, which required 200 stitches to close. Based on the size of the bite (the barracuda fell back in the water), scientoids estimate the 'cuda was at least 8 feet long. What's got them really puzzled, however, is that it was the second instance of a barracuda jumping out of the water to bite someone in as many months. Though possessed of a mouthful of razor-sharp teeth, barracuda are not normally considered a threat to people in the water.

**HALF MOON BAY** — This little Northern California port is getting known for more than its fishing fleet, snug harbor and great restaurants. Around the bend from Pillar Point is a place called Maverick's. Long a 'secret place' for local surfers, Maverick's reportedly features some of the best big-wave riding in the world, rivaling Hawaii's famous Waimea Bay. The only trouble is, the water is 59° instead of Hawaii's 80°, which worries Pillar Point Harbormaster Bob McMahon, whose office is usually the first one called in emergencies at Maverick's. Ever since a photo of a local wave rider screeching down the huge face of a Maverick's wave — some of which reach 30 feet or more — appeared on the cover of *Surfer* magazine a year ago, big wave riders from all over have been making an 'endless summer' pilgrimage to Maverick's in search of the ultimate ride.

**SAN DIEGO** — A boiler explosion aboard the gunboat *USS Bennington* that killed 65 sailors in 1905 in San Diego remains the country's worst peacetime naval disaster. Last month, 88 years after the fact, the San Diego Maritime Museum dedicated a model of the *Bennington*. Modeler Philip Mattson of La Jolla put 2,000 hours into the model, which will be on permanent display aboard the restored 1898 ferryboat *Berkeley*.



# TRANSPAC '93:

"We're on a roll," proclaimed a smiling John DeLaura before the glare of television cameras on the dock at Honolulu's Ala Wai Yacht Harbor. After racing 2,216 nautical miles from Los Angeles, his Santa Cruz 70 *Silver Bullet* had bested 42 boats —

there have been nearly 75 unsuccessful sled challenges since 1977.

This was Southern Californian DeLaura's third TransPac, and each time Northern

participation. Only 10 years ago there were nearly double this year's entries. Be that as it may, 16 boats raced under PHRF while only 9 elected to race IMS.

Up until the very end, it looked like an 'PHRF broomstick' would also be decorating the mast of *Rage*, Steve Rander's Portland-built and based new ultralight Wylie 70. A surprise entry, the boat was supposed to have debuted next year's West Marine Pacific Cup.

But in the final hours, PHRF corrected-time honors went to the Oxnard-based Davidson 50 *Jumpin' Jack Flash*, a 'woman's entry' of sorts as we'll explain later. Upon arriving in Honolulu, new owners Bruce and Toby Tabor were excited — in a manner of speaking — to read the boat they'd just purchased had been labeled a "dinosaur" in *Latitude's* TransPac preview.

The IMS 'broomstick' went to *Morning Glory*, Hasso Plattner's state-of-the-art Reichel/Pugh 50. The software whiz's effort was truly international; Plattner alternatively lives in Germany, South Africa and San Francisco, and the Australian-built, San Francisco-based boat was crewed by a mixture of Germans and Northern Californian rockstars (Dee Smith, Kimo Worthington and Dan 'Cajun' Newland).

## Not Your Normal TransPac

This year's TransPac was anything but classic. For one thing, the windless Pacific High that so influences TransPac weather was farther north than anyone could recall. At the start of the race it was up near Seattle and at one point was east of Juneau! As a result, most boats forsook the traditional 'reverse S' course for the rhumbline or — if they could hold high enough — the Great Circle route.

Given the gentle winds, it was certainly not a 'white knuckle' year. Karin Brunskow, whose sensible looks and conservative deportment mask an insatiable lust for speed, lamented the low numbers on the Andrews 56 *Medicine Man*. "In '91 we hit 27 knots; this time we had to settle for 16.9. We kept waiting for the 30 knots of wind we needed, but it never came."

Tom Leweck, veteran of about a million



*'Silver Bullet's' John DeLaura, Jeff Madrigali and Mark Rudiger.*

including an impressive group of 13 maxi sleds — for line, class and corrected time honors in the 37th biennial TransPacific Yacht Race. All that was missing was a broomstick — indicative of a 'clean sweep' — hoisted from the top of the mast.

The wind dominates any TransPac, and this year it was light and spotty. From one end of TransPac Row to the other, sailors bemoaned the fact they never saw winds over 18 knots — except for all too brief periods in squalls. "It was like a Wednesday night race that never ended," sighed *Mirage* crewman Andre LaCour. But most accepted it as a part of ocean racing. Steve Baumhoff of *Medicine Man* was typically philosophical: "This race had to be an atonement for all the egregious sins of my past. But I'm paid up now and eager to start anew!"

The light winds — they would have been ideal for husband and wife teams cruising to the Islands — brought *Silver Bullet* across the finish line in 9 days, 9 hours and 11 minutes — well off the record of 8 days, 11 hours established by Bill Lee with *Merlin* in 1977. That record was ironically set by the first ultralight maxi in her first TransPac. Although the record has been considered ripe for plucking by more modern designs,

Californians Jeff Madrigali and Mark Rudiger have played integral roles at the helm and in the nav station respectively. The *Bullet's* record has been sterling. Hull #6 of the Santa Cruz 70s, she won right out of the box in 1989, was second to sistership *Chance* in '91, and was top dog again this year.

But the 'roll' the 55-year old Azores-born DeLaura referred to was not restricted to *Bullet's* record in the TransPac. After putting the boat on the hard in Long Beach for more than a year to concentrate on a major land deal with the government, DeLaura had only recently begun racing again. *Silver Bullet* has competed in just four events since relaunching — the P.V. Race, the Sled Regatta, Cal Cup and the TransPac — and won three out of the last four against superb competition.

## Divide And Hopefully Multiply

In addition to the glamour IOR division, which was headlined and overwhelmed by the 70s, this year's TransPac featured an IMS division for the third time and a PHRF division for the first time. The increasing types of handicap racing offered in the event reflect an attempt by the TransPac YC to reverse a persistent trend of dwindling



# THE NORTHERN APPROACH

ocean races and navigator aboard the Andrews 70 *Alchemy*, became so distraught that he resorted to tampering with the knotmeter. "I adjusted the damper so that it would register misleadingly high bursts of speed. I had to do something for morale!"

If the TransPac is world-renowned for anything, it's prolonged surfing down the faces of long Pacific swells — and often terrifying plunges into the seemingly bottomless troughs of waves, especially in the notoriously rough Molokai Channel. Those signatures were both AWOL this year. *M-1*, a Ross 45 with a fractional mast almost as tall as the 70s, hit 21 knots in a squall. If that wasn't the fleet record, it was close.

As for the ferocious Molokai Channel, it reminded some competitors of Walden Pond. At one point there were four 70s and several other boats in sight of each other between Koko Head and the five-mile distant

finish at Diamond Head. In typical conditions, they'd cover that final stretch in an exhilarating 15 or 20 minutes. This year, with a two-knot current against them and virtually no wind, it took them four to five hours to creep across the line. President Clinton, holed up in the nearby Kahala Hilton, could have swam to the Diamond Head buoy faster.

Those last few miles were nonetheless critical in several division races. In some cases the leads that had been fought so hard for in the first 2,211 miles of the race were wiped out in the last five miles.

## Staggering For Line Honor Glory

In another attempt to attract more small boat entries, the TransPac YC instituted a staggered start, with the smallest boats leaving Point Fermin three days ahead of the 70s. Progressively larger and faster boats started three and two days ahead.

This theoretically gave most boats a shot at crossing the finish line first. If everything went to plan — which it didn't because the first two groups started in very light air — everybody would finish within a day or two. It was also very likely that a boat other than a 70 would cross the line first — for the first time — and thus bask in the majority of TransPac glory.

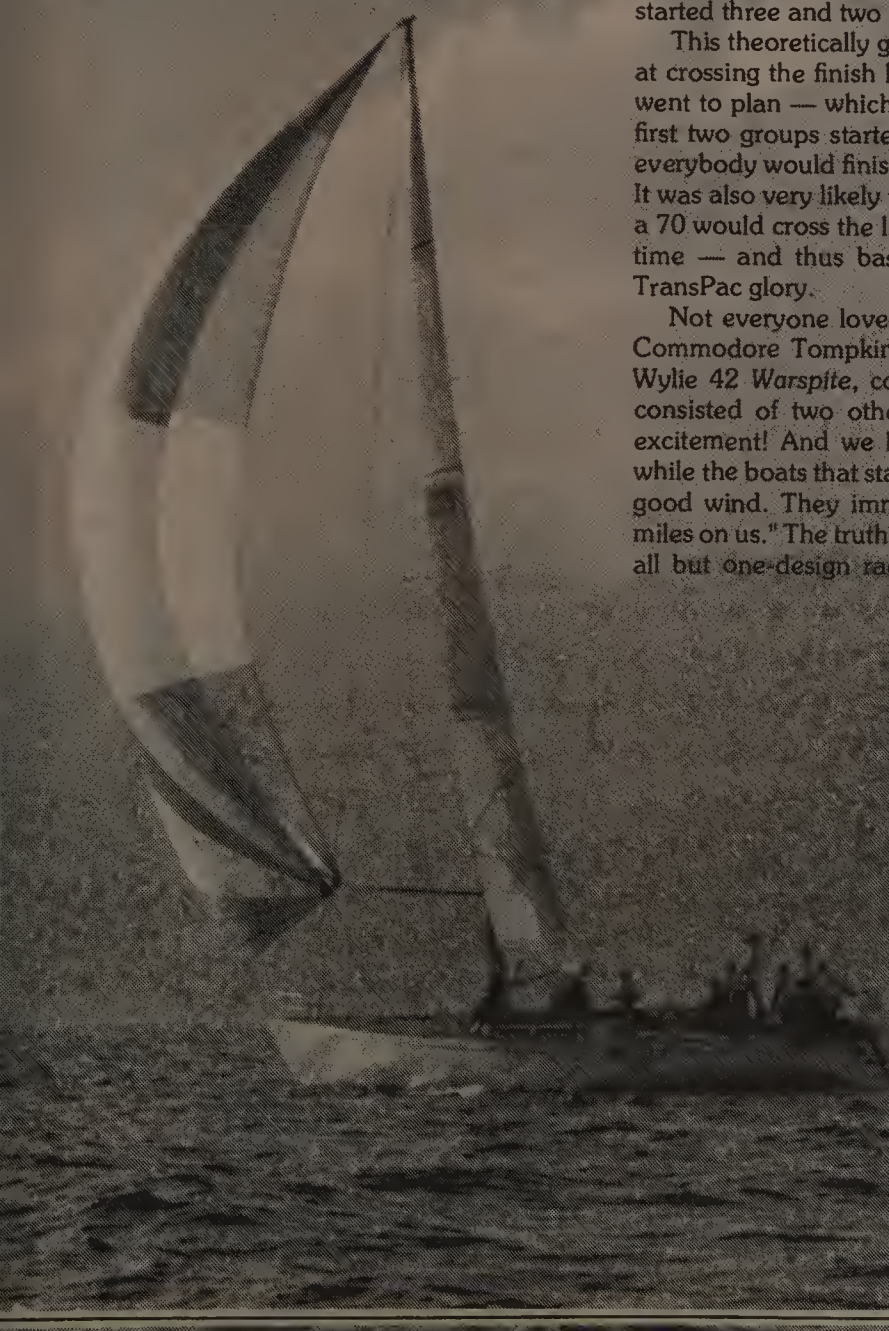
Not everyone loved the staggered start. Commodore Tompkins, who sailed on the Wylie 42 *Warspite*, complained, "Our start consisted of two other boats. Wow, what excitement! And we had very light winds, while the boats that started the next day had good wind. They immediately gained 100 miles on us." The truth of the matter is that in all but one-design racing, some boats are



(Spread) 'Silver Bullet' with five miles to victory. (Inset) Bruce and Toby Tabor hoist a Hoover. It wasn't really appropriate, but it was fun.

going to have better luck than others. Virtually everyone else accepted the staggered start as a necessity for TransPac unity and continued favor.

Conventional wisdom had it that *Medicine Man*, or perhaps *Persuasion* or *Morning Glory*, would finish first. The reasoning was simple: the 70s only owed them approximately 15 hours on corrected time, while the three smaller boats got to start 24 hours ahead. If all three sailed to their rating, they would cross the Honolulu finish line about nine hours ahead of the first

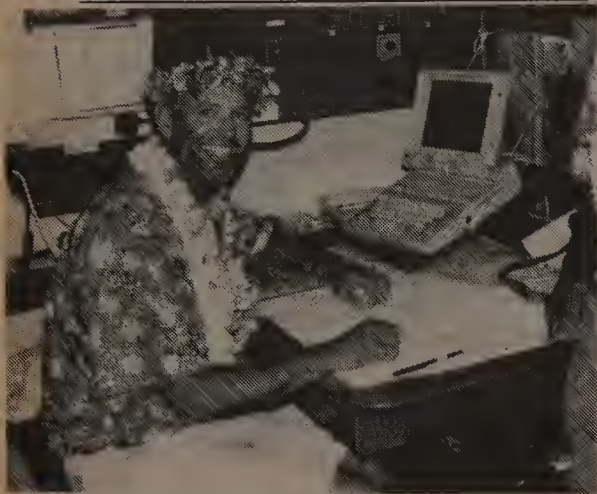




# TRANSPAC '93:

maxi sled.

Not all 70 sailors were buying this argument, of course, and it led to some interesting wagers. When *Morning Glory's* Dee Smith proclaimed, "There is no way a



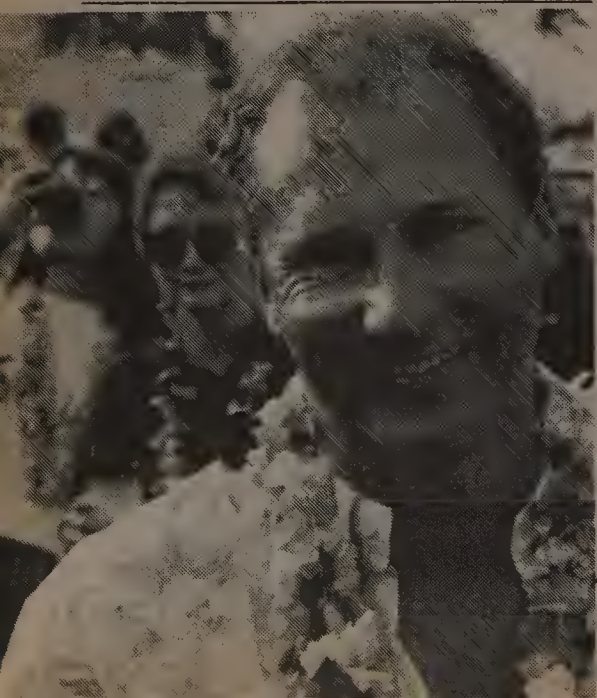
John Jourdane at *'Silver Bullet's'* nav station. It's the most important seat in the house on any TransPac.

70 can beat us to Honolulu," Pyewacket's Robbie Haines called him on it. "Haines now owes me a big bottle of rum," laughed Smith after the racing was over. "A bottle big enough to require a jug handle."

*Medicine Man's* Cliff Stagg reported that Bob Chandler, a talented Soling sailor who chartered the R/P 70 *Taxi Dancer*, wanted to bet him \$10,000 that his ride would finish first. Since Stagg isn't quite in the same financial class as Chandler — who is one of the *L.A. Times* Chandlers — they settled on a bottle of champagne. Stagg was last seen searching for Oahu's most expensive bottle of bubbly.

Having been given the best odds to finish first by pre-race pundits, *Medicine Man's* chances went south — literally — in the early

Kiwi Chris Dickson helped sail *'Victoria'* to an early lead, but didn't have enough breeze to keep her there.



ALL PHOTOS LATITUDE/RICHARD

going. Bob Lane's *Andrews 56* is as fast as the 70s in some conditions, but her weakness is close reaching in a breeze. So while she and other boats in the third start quickly caught up with boats in the first two starts, she wasn't going in exactly the direction she wanted. Seth Morrell explains:

"In order to stay north after Catalina, we needed to go with a full main and #5. Unfortunately, the sailmaker had put the wrong foil tape on the #5, and it wouldn't stay in the luff groove. We had no choice but to go with a larger headsail and sail a lower course."

That and the fact they — like many boats — ended up having to reach an astonishing 75% of the way to the finish, killed their once-promising chances.

This left the first-to-finish glory open to either the fractionally-rigged, damn-the-expense *Morning Glory* or Neil Barth's much less expensive masthead *Andrew's 56 Persuasion*. Newer and much more powerful designs, they were capable of reaching much higher and faster than *Medicine Man* and ultralight 50 footers. Said an impressed Gene Twiner, who started with them in his Santa Cruz 50 *Oaxaca*, "We crossed the starting line and poooff! they dusted us and were over the horizon!"

*Morning Glory* and *Persuasion* both benefitted from the fact they literally match-raced all the way from Point Fermin to Diamond Head. "We got away from the coast like shit through a goose," said *Morning Glory's* Newland. "It was as though we were joined at the hip all the way to the finish." Neither boat could stay as far north as they wanted — *Morning Glory* because nobody felt up to reeving a reef line in the main — and it cost them. They lost as much as 50 miles in one day to the more northerly *Silver Bullet*.

The *Bullet* finally overtook both *Morning Glory* and then *Persuasion* the night before the finish. "We did a lot of yelling and hollering as we passed," said the *Bullet's* Rudiger, "but the guys on *Persuasion* were pretty quiet." It was a major disappointment for them to not have made front page news.

*Persuasion* nipped *Morning Glory* — which reported doing as much as 10 knots in nine knots of true wind — across the finish line by a little more than five minutes. It was a hollow victory, however, as she owed her nemesis nearly four hours on corrected time.

"The TransPac is an absolutely terrific race," raved *Morning Glory* owner Plattner, who recently won the Cape Town to Rio Race. "And it was a great demonstration of American efficiency. We'd report our positions each morning, and just an hour

later we'd have corrected time standings, miles to go, average speed and so forth for each boat. I'm in the computer field and know this can easily be done, but as a veteran of other ocean races, I know how rarely it actually is done. I'd like to compliment the race organizers and the communications boat *Alaskan Eagle* for their excellent work."

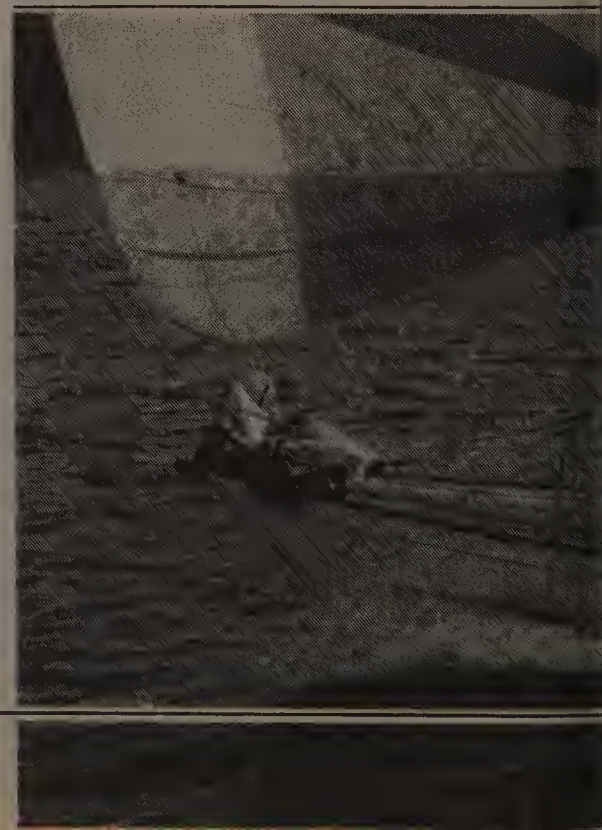
## A Tactical TransPac

"It wasn't a typical TransPac, but it was a strategically interesting one," said first-timer Chris Dickson, who sailed on friend Mike Campbell's *Andrews 70 Victoria*. Dickson, of course, headed Japan's last America's Cup bid and this fall will race a Whitbread 60 around the world.

Rudiger, who co-navigated *Silver Bullet* with two-time Whitbread veteran John Jourdane, agreed it was abnormal. "Even before the start of the race, there was no question in our minds that we not only wanted to be way north of the usual TransPac track, but north of every other boat in the fleet. The reason was simple; there were more isobars to the north, meaning more wind, and it would be a shorter course."

In a typical TransPac, maxi sleds usually sail many extra miles to the south in search of stronger winds. Jordane figures the Great Circle route is about 2,216 miles and that *Silver Bullet* sailed no more than 2,240 miles. That's about as short a course as you can sail.

Palo Alto's Stan Honey, navigator on Roy Disney's Santa Cruz 70 *Pyewacket*, also saw north as the place to be. With 3,000 pounds





# THE NORTHERN APPROACH



Bill Boyd and the 'M-1' bombers making post-race friends in the Ala Wai. People are affable in the Islands.

more of *Pyewacket's* weight in ballast than in her hull, Roy Disney's hi-tech boat is stiffer and hobby-horses less than stock Santa Cruz 70s. With a well-honed crew so familiar with the boat, she was certainly one of the pre-race favorites.

Yet when the 70s rounded Catalina, the hard-driving Dickson had *Victoria* in the lead and battling for the right side of the course. As much as Dickson wanted it, he couldn't have it.

"*Victoria* is a great boat in light air and running, but her weak point is reaching. As soon as we rounded Catalina, *Pyewacket*, *Silver Bullet* and *Mongoose* rolled right over the top of us. The Santa Cruz 70s were stiffer and in just a matter of hours put 18 miles on us. We either had to fall behind or sag off." *Victoria* sagged off and lost ground in the

(Spread) The women of 'Antara' looking good crossing the finish line. (Inset) An outrageously happy Steve Rander takes a dip in the Ala Wai.



lighter wind.

Having rounded Catalina, the 70s stacked themselves north to south by a few miles, and started the drag race to the bright lights of Honolulu. *Bullet's* Madrigali, however, insisted that no boat was to get to the north of them — and fought a long battle for it.

"For the first three days we were right next to *Pyewacket*. Then about dusk on the third night we were reaching really tight with twin headsails — something that's very difficult to do well because you want all the power you can get without heeling over too much." It was perhaps the critical time in the race, because the stock *Bullet* was having to match the technologically superior *Pyewacket* at her strength.

"But we're night fighters," said a proud Rudiger. "We really pay attention when it gets dark." Sure enough, by the next morning *Silver Bullet* was four miles ahead and to the north of *Pyewacket* — just where she wanted to be.

*Pyewacket's* Honey remembers the situation and their response. "We wanted to be north of everyone, too — but not at any cost. We figured we had the fastest boat, so we elected to sag down a little and consolidate our lead over the rest of the fleet." Setting a chute, they eased off while *Silver Bullet* stayed north. The two boats had the most wind and began to slowly pull away from the others.

## Stop Signs & Squall Management

"Another thing that made this a weird TransPac," said Dickson, "was that there were so many stop signs out there. We'd be having a great day, and then suddenly we'd



The Wylie-designed 'Rage' even looked sharp at the dock.

park for an hour or two. After two or three of those, you'd be in big trouble."

*Alchemy's* Leweck agreed completely. "There was nothing uniform about the wind this year. There were huge holes and there were private zephyrs."

The favored *Pyewacket* hit perhaps the biggest stop sign of them all. "With *Silver Bullet* in sight to the north, and *Alchemy* and *Mongoose* in sight to the south," says Honey, "we got becalmed for eight hours and had to watch them sail away at eight knots. In one day we lost about 50 miles, dropping from tied for 1st to 11th!"

*Pyewacket's* sudden stall was glaringly obvious to all their competitors. "I figured somebody must have fallen overboard," said Madrigali. In truth, they'd just got caught on the wrong side of a squall.

"It can't be emphasized how critical it is to get on the right side of a squall," said Honey. "If you end up on the back side of a squall, all the wind has been sucked out and you get stuck in a hole. If you can get in front of the squall, you find double the normal wind and shoot ahead of everybody else."

The importance of playing squalls right is not lost on any TransPac veterans. In fact, in light air years such as this, the big sleds would sometimes sail at right angles to the finish just to position themselves in front of a squall.

"The thing about stop signs," said Dickson, "is that you know everybody in the fleet is eventually going to get them. But it seemed as though *Silver Bullet's* turn never came."

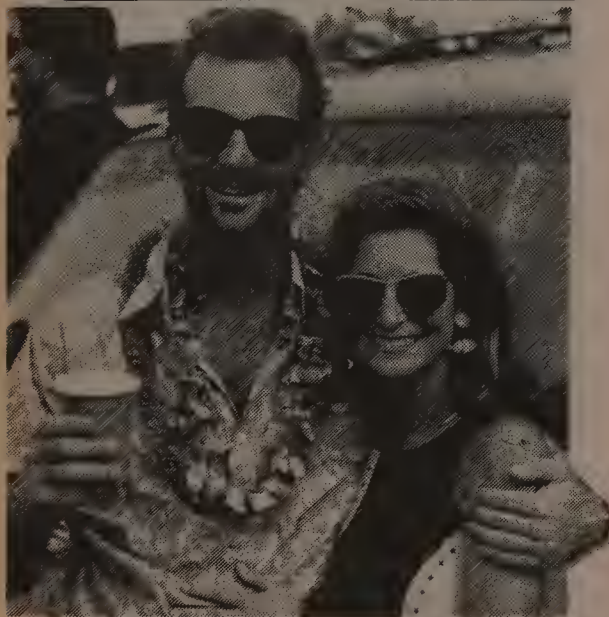
While *Silver Bullet* did experience a few light spots, she never came to a standstill. That, combined with having just a little more wind than all the boats to the south, allowed her to stretch her lead.

"We had a 50-mile lead about halfway across and pretty much felt we had it won," said Rudiger. "It was extremely early to feel



# TRANSPAC '93:

that way — and of course we lost about 75% of our lead consolidating the next day — but we still felt pretty good." They had every reason to, and waltzed across the finish line more than 90 minutes ahead of *Persuasion* and just over three hours ahead of *Orient*



Hunk John Kennedy Jr. and thesbian Daryl Hannah blew in from Hollywood for an afternoon to rub shoulders with the racers.

*Express*, the closest 70.

The victory had a salubrious effect on DeLaura. "I was going to sell the boat for \$550,000 right after the race, but now I'm going to keep her. I love her too much! The secret to winning this race is good people, good sails and having fun."

And experience. As Rudiger noted, the average age of the 10 *Silver Bullet* crewmen was 35, yet they had 63 transpacific crossings among them.

There are TransPacs that are mostly won on luck, but *Silver Bullet* took this one mostly through skill. They knew where they wanted to go, they battled the top boat to capture that strategic position, and they worked hard — pumping the main on every wave and changing helmsmen every hour.

## They Went South?!

The other hi-tech Santa Cruz 70 in the race, Peter Tong's brand new *Orient Express* — which replaced *Blondie*, his previous SC 70 that got severely T-boned in the last Big Boat Series — perplexed many of the competitors. For reasons other navigators couldn't figure, Joe Buck took the *Express* further south — at one point they were 160 miles south of *Silver Bullet* — than any of the other 70s. It looked like a dumb move early on, and even Buck's program told him they should have gone north. But it paid off.

"There was a little low in the high pressure that was screwing up the High a couple of days into the race," explained Pete Fraser of

*Orient Express*. "The other boats had to sail through it, while we were able to sail under it." The third or fourth day they set the chute and headed south while nearby *Holua* maintained a rhumbline course. *Orient Express* found more wind and put 25 miles on the other SC 70 in just that day. Later they were able to take advantage of a wind shift and come back up to the rhumbline on a hot angle. It still wasn't enough to catch *Silver Bullet*, *Persuasion* or *Morning Glory*, but they did beat 11 other 70s.

The surprise of the maxi sleds was certainly the SC 70 *Mongoose*. A basically stock boat, she was a doubtful entry until Santana 30/30 sailor Joe Case of Southern California bought a major interest from Paul Simonson just five weeks before the start. With most of the rockstars already committed to other sleds, Case called on Rich Matzinger to assemble a crew. Known for both a somewhat Bligh-like manner as well as an ability to get results, Matzinger put together a mostly 'no name' crew. Sailing up north near *Bullet* and *Pyewacket*, she reportedly has great success getting in front of squalls.

"It just goes to prove that well-sailed stock SC 70s can still hold their own with the newer hi-tech versions," crowed crewman Tim Cordrey.

Other than maxi sleds, the IOR division consisted of a pitiful two boats in Class B and two more in Class C. The previously mentioned *Medicine Man* won Class B but took a dismal 12th in the 16-boat fleet. John Montgomery's J/N 40 *Patriot* — which took a 100-mile lead in the first two days only to lose it in five days of near calm — won IOR C, taking 14th in IOR.

## The Cold Molded Slipper

While the *Mongoose* crew was calling theirs the 'Cinderella story', it was *Rage*, the Wylie 70 in PHRF that came closest to fitting into the glass slipper.

The design originated several years back when Richmond's Kent Greenough, an *Express* 37 sailor, befriended Steve Rander, a Portland boatbuilder who stayed at the Richmond YC before the start of three West Marine Pacific Cups. Greenough talked enough about a "plain but elegant and functional" ultralight 70, that he and Rander had Canyon's Tom Wylie make some preliminary drawings. While the drawings ended up gathering dust in a drawer for several years, Rander had nonetheless become a big admirer of Wylie.

"Length is speed," said Rander in explanation of his motivation for building the boat. "I've raced in 30-footers and they do five knots, and I've raced 40-footers and

they do 7.5 knots. I wanted to do more like 10 knots, so I needed a 70-footer. My goal was to set the transpacific record in the West Marine Pacific Cup, an event I like very much."

But the construction schedule was dramatically moved up when the TransPac YC announced a PHRF division. If Rander could get the boat built in time, he'd be able to go head to head with the other 70 footers. His Schooner Creek Boat Works had built 40 custom boats, but nothing like this. Nonetheless, the cold molded boat — financed in part by friends, crewmembers and even suppliers — was finished in just 10 weeks!

*Rage* is quite different from the other sleds. She's very narrow, and sort of looks like a Hobie 33 that King Kong and Godzilla used in a tug-a-war. She's the only 70 with a tiller and without a permanent backstay — the big roach on the main precludes the latter. Her carbon fiber mast is as fat as a telephone pole, but very strong. "We don't need a backstay and rarely need runners," says Rander. "because the mast can go 17 feet out of column before it will break."

But most unusual is that Rander considers *Rage* a prototype of a one-design cruising class. The boat has Harken roller furling, two small jibs, a main, and two asymmetrical spinnakers. He'll sell you one all up for just \$513,000.

While *Rage* got a PHRF rating, the TransPac YC decided they weren't going to let her race. They'd set an upper rating limit, based on IMS, that no boat could exceed. Displacing 5,000 pounds less than Santa Cruz 70s and carrying penalty poles and asymmetrical chutes, she was over the limit. She was not being singled out, however. The South African owner of *Broomstick*, an ultralight Simonis 75, was also informed his boat was over the limit. So he raced Dennis





# THE NORTHERN APPROACH



Big boats draw big crowds. The 'Oriole' ties up at the Hawaii YC.

Conner's Whitbread 60 Winston in the TransAtlantic Race instead.

Just four days before the start of the race — and after discovering *Pyewacket* also exceeded the IMS limit — *Rage* was invited to participate. But without her penalty poles and with SC 50 chutes. The late invitation would have been meaningless had not Dan. Nowlan, owner of *Bombay Blaster* — who eventually raced in the same division as *Rage* — sold Rander four spinnakers for the preposterously low total price of \$600!

*Rage's* chances for the glass slipper, however, were shattered early. Long and skinny in the fashion of MacGregor 65s and *Merlin*, the boat hates power reaching and thrills to running in heavy air. But what they got was day after day of reaching and no heavy air running at all.

To her credit, *Rage* made a decent comeback when she finally got the chute up, gaining 10 to 15 miles a day on some of the slower Santa Cruz 70s. She averaged 9.2 knots — within a tenth-of-a-knot of four of the other 70s. On the other hand, she was a knot-and-a-half faster than Mac 65 *Joss* and nearly half-a-knot faster than *Merlin*. In fact,

A reminder in case anyone's forgot: it can be rough at Diamond Head. 'Tomahawk', 10 years ago as 'Margaret Rintoul'.

Rander thought he'd swept PHRF line, class and fleet honors until . . .

## A Little Girl's Dream Came True

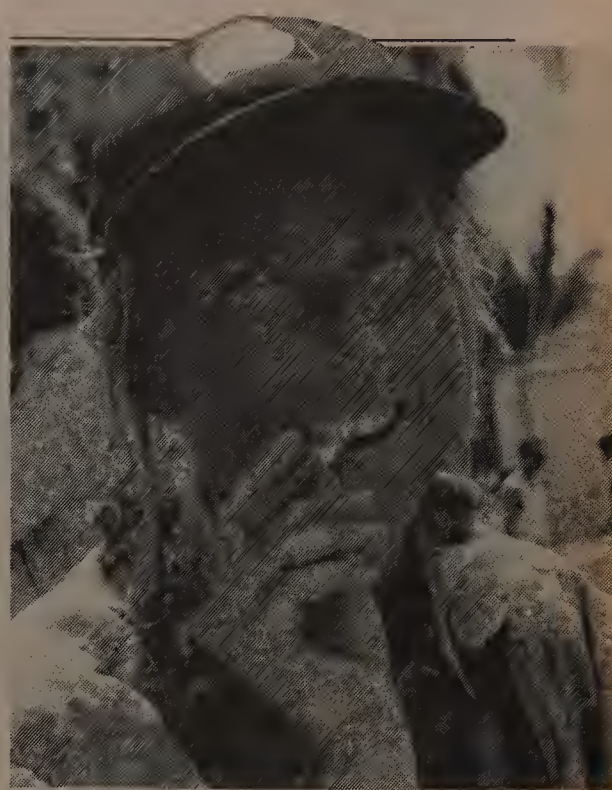
When Bruce Tabor finished the '91 TransPac as crew aboard the Olson 40 *Windsurfer*, his wife Toby shocked him by saying she'd dreamed about doing such a race herself ever since she was a little girl. As a result of Toby's enthusiasm, the couple made an 18-month commitment to do the TransPac on their own boat. "This is all Toby's fault," said a crewman.

The commitment was consummated when title of the Davidson 50 *Jumpin' Jack Flash* was transferred to them at the start of the TransPac. Such an offshore transfer legally eliminates having to pay California sales tax.

The Tabor's first couple of days of ownership were auspicious. It was rough, the boat leaked everywhere, and all but two were badly seasick. And they were headed further south than they wanted.

In one sense it didn't get much better for Toby. She'd been warned that the civilizing presence of one woman amidst seven male sailors wouldn't last more than three days. "My friend was wrong," says Toby. "After just two days the guys started farting and belching like I wasn't even there." But having already done a Cabo Race in which the guys had duct taped her sunglasses 'blind', she rolled with the punches.

*Jumpin' Jack Flash* ended up going further south than anyone — and was looking good in the standings. Then the boat's SSB and weatherfax machines crapped out, leaving them unsure of how they were doing. *Baywolf* reached them by VHF a couple of days from the finish and reported they'd tumbled to 4th. "We were really depressed," said Bruce, "but they told us new standings would be available in



With such light winds, Karin Brunskow had to rely on a post-race stogie for excitement.

about an hour."

"An hour later I was roused from sleep," said Toby. "Bruce said he had some good news and some bad news. The good news was we were first in class and second in fleet. The bad news was that it meant I had to sleep on the rail — we were back in regatta mode!"

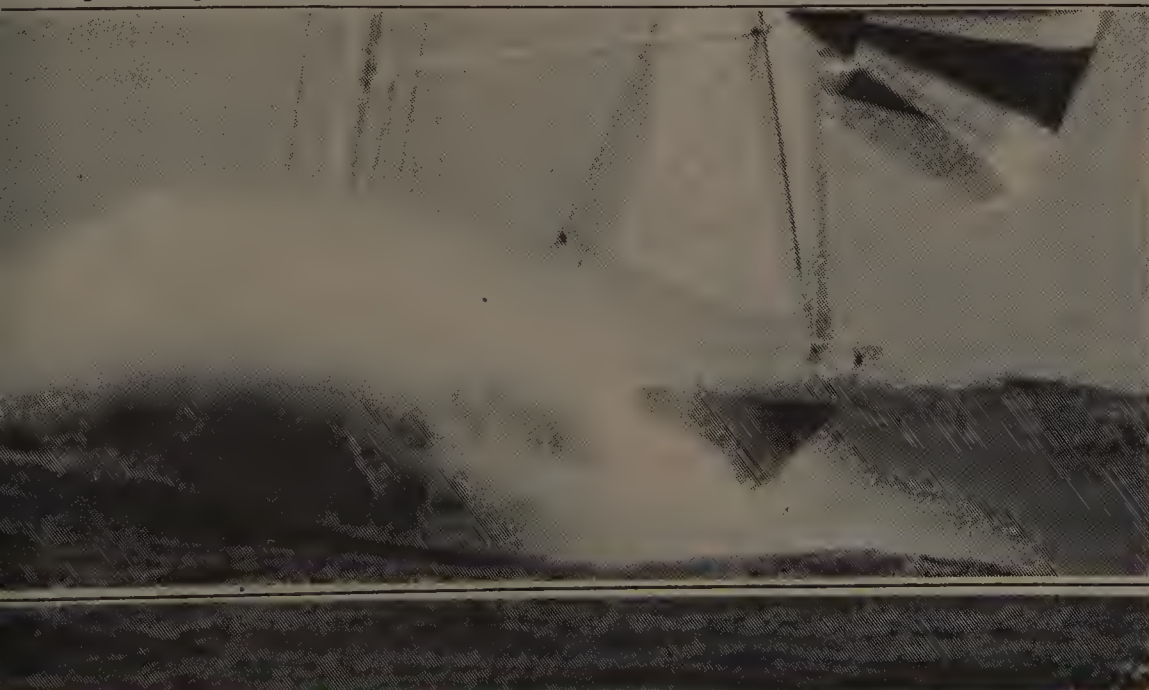
*Jumpin' Jack Flash* thus came out of nowhere to take PHRF A and nip *Rage* by three hours for PHRF corrected time honors. Not bad for a dinosaur. Carried away by their success, the Tabors looked for a broom to hang from their boat — perhaps unclear you have to take line honors in your division to 'sweep'. In any event, they decided a broom wouldn't be good enough, so they hung a Hoover vacuum cleaner from their mast. Really.

"That sucks," deadpanned one passerby.

Although way off the SC 70's pace, Donn Campion and fellow Northern California campaigners aboard *Merlin* nonetheless corrected second in PHRF A and third in PHRF fleet. "It was just an easy cruise," said Campion.

Bill Boyd and the high-powered Ross 45 *M-1* took second to *Flash* in PHRF B, nipping out the SC 50 *Gone With The Wind* owned by Bill LeRoy, commodore of the St. Francis YC. All four Santa Cruz 50s — which had switched to PHRF when they realized they'd have to race *Medicine Man* in IOR — finished the TransPac in a wild drifting match from Koko Head to Diamond Head. *GWTW* traded leads numerous times in those last few miles with *Oaxaca*. "It was very intense," said *Oaxaca's* Twiner, who came out second best in his less sophisticated 50.

Although somewhat disappointed with the





# TRANSPAC '93:



light winds and their third in class, nobody was happier with his boat than LeRoy. "The Santa Cruz 50 is the best boat ever!" he announced. "She surfs great yet my wife and I can put roller furling on her and sail her ourselves. Sure the 70s are great, but they're just too big for a couple."

PHRF C was a strange class, pitting Peter Bennett's Richmond-based Swan 43 *Destiny* against two J/35s, a Baltic 38 and — what the hell? — the 102-foot ketch *HCMS Oriole*. She's a Canadian naval training ship that's more than 70 years old and looks as though she's ripped off parts of the old Carquinez Bridge for spinnaker poles.

*Oriole's* start was the stuff of legends. At 92 tons she had trouble maneuvering in the light winds. She finally crossed the line 90 minutes after the gun — long after the committee boat had departed to honor other obligations. It got worse. She covered a pathetic 80 miles in two days, giving her a Honolulu ETA of Christmas.

But there's no underestimating the importance of waterline, even when it's a TransPac boat with 30 crew. Once *Oriole* got north and rolling, she started making up for lost time. Although she averaged less than 6.5 knots for the course, it was still good enough to take PHRF C in this light air year.

This was Bennett's third TransPac, the first with his own boat. He says the time he did it aboard the Nelson/Marek 55 *Strider*, a surfing machine, was much more exciting than the time on the Cal 39 or with his Swan, neither of which surf. So now he's on the horns of a dilemma; his wife wants to keep the Swan, his crew wants him to buy a sled.

Bennett thought it was a great race, but was annoyed that there was no 'keeper trophy' for his second place finish. "After all of that, a souvenir would have been nice."

## IMS — Or Lack Of It

IMS may be catching on back East, but it's not taking off in the TransPac. As noted,

*Despite being brutally strong, one of 'Oriole's' steel spinnaker poles broke during the race.*

*Morning Glory* and *Persuasion* finished 1-2 in IMS A as well as the nine-boat IMS fleet.

Kevin Meechan's Wylie 42 *Warspite* easily won the three-boat IMS B class. *MBS Flyer II*, Ellian Perch's Simonis 53 from South Africa, was an interesting second, five hours back. Unlike most IMS boats, *Flyer* was gigantic, with 6'6" headroom, several double staterooms, a huge salon and lots of bunks for crew. She's a rather luxurious cruiser that still surfs.

IMS C was won by Honolulu's Les Vasconcellos with his J/35 *Urban Renewal*. A surprising second was Richard Rosic's Mason 54 *Ariel* from Dana Point. Looking more like a luxurious cruiser than a race boat, she was a close second in this her second TransPac and fourth crossing to Hawaii. If the TransPac is ever going to thrive again, they'll

need to attract more entries like this.

The 'all woman's' entry, *Antara*, finished a disappointing third in IMS C and 7th of eight in fleet. They'd led most of the way, but lost the wind for two days and faded badly.

They were dubbed the 'New Age Entry' because one crewmember had a ring through her nose, another wanted to bring a big drum, and because they planned daily encounter sessions to raise spiritual consciousness and ward off disharmony among the crew. They turned out to be a likeable bunch of ambitious women who'd set a goal, suffered severe disappointments in two practice races, but had come through this relatively easy race with flying colors.

"On the last night we had a very beautiful, very spiritual session," said a jubilant Bonnie Gibson after the finish. "We reflected on what the race meant to each of us, about being close to nature, about how few others were lucky enough to enjoy such an experience, and how it would affect our lives. And as I later lay in my bunk, I could hear water rushing by hull and knew she [*Antara*] was loving it as much as we."

How would the experience effect their lives?

"It's convinced us we're strong and capable," said Gibson.

Were they ready to think about the Tahiti Race or next year's TransPac?

"Absolutely not!" she said. "What we all

*Here's a sight you won't see again soon; a 70 jibing away from Koko Head, trying to work her way down to the finish at Diamond Head.*





# THE NORTHERN APPROACH

want to do is get back to our boyfriends and husbands. They supported us for 18 months on this project, which has taken a lot of time, and we want to make it up to them."

The women recommended the race to other women, with the proviso they remember to bring enough food. "At the start of the race we joked that we had enough food to feed Africa, but even after four tuna dinners from the albacore we caught, we ended up having to eat chili and rice. And nobody wanted any more chili."

Despite a few New Age jokes, a decent-sized crowd down to congratulate the women on their effort. It's safe to say that future all-women's entries would be equally well received by race officials and the fleet.

## TransPac Notebook

— Despite the mostly light winds, three boats had to drop out and return to the mainland. *Kingfish*, John Kerslake's SC 40 from San Francisco, broke her headstay. *Harlequin*, Barbara Colville's Schock 55 from Newport, lost her steering. Two years ago the N/M 68 *Starship* broke her boom a couple of days out. This year, at almost the same exact time and just two miles from the spot of the other incident, she split her main beyond repair.

— There was a minor fire on *Persuasion* when a lurch from a wave caused a CD player to knock a computer wire across two battery terminals. "It was like *Das Boot*," remembers one crewmember, "with orange flashes, smoke and everyone looking for the source." Even the instruments were working



'Silver Bullet's' massive binnacle and wheel, her two concessions to tradition.

the next day.

— Missing in action. Les Crouch's *Maverick* had her keel removed, was set sideways on a truck and shipped to Lake Tahoe. There Jim Betts is peeling back the deck, adding three cabins and making her into a cruising boat. Tom Leweck swears he's going to get Crouch to enter her in the next Antigua Sail Week.

— Hazing is not a thing of the past — at least on *Medicine Man*. "We brought along two youths," explained Steve Baumhoff, "and rode these guys hard. They were 'Brendover' Huffman, later known as Helga because of his striking resemblance while sleeping to a Swedish girl, and Keith Ives, known as Shaggy for his striking similarity to the character on *Scubby Doo*. You can pretty much make up any awful thing you can do to a person, and we did it to them. I suppose we should offer our apologies to Mrs. Huffman and Mrs. Ives, as it certainly wasn't the summer camp they had imagined for their young boys."

— The "young boys" had their revenge of sorts. The water intake for the head and the watermaker are one in the same, so there's a big sign over the head that implores the user not to pump while the watermaker is on. "One of our boy geniuses," explains Baumhoff, "sat on the throne and while reading the sign, went ahead and pumped giggles into the water tank. After that we had to floss after every cup of coffee. It was a chuckle."

— Despite the 'fun', female crewmember Brunskow said she wouldn't sail on an all-woman's boat. "Too boring." Other women crewmembers included Syndie Moore on *Mirage*, Trish Cooper on *Grand Illusion*, Camille Daniels and Linda Elias on *Joss*, Heather Flick on *Merlin*, and Barbara Colville on *Harlequin*. There were probably four or five others.

— Trish Cooper hurt her arm helping

rescue owner Ed McDowell. When his SC 70 lurched, he slipped under lifelines and into the water up to his shoulders.

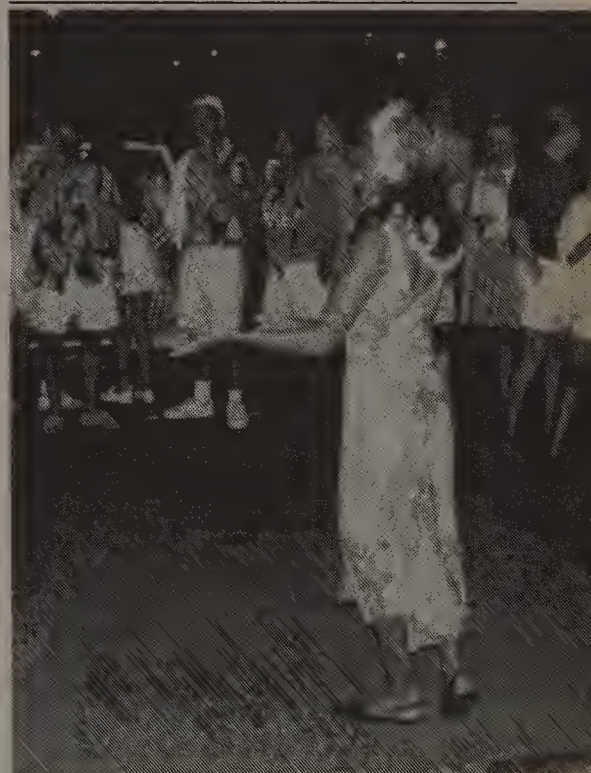
— The TransPac's strong point is the top flight boats and crews that participate. It's also a weak point. Many veteran crews have done it so often they are jaded and have lost the spirit of adventure and achievement. There's more individual and group spirit during a West Marine Pacific Cup, where boats aren't as good and crews aren't as experienced.

— It's the first and second timers who were most spirited and eager to return. Said Seattle's Gene Twiner: "You bet we'll be back in two years. But next time it will be war!"

Twiner's boat actually had the best speed of the entire event, with hours of surfing in the low and mid 20s. Unfortunately, that was during the delivery down to the Los Angeles starting line.

— Flyer's Ellian Perch said seven or eight more South African boats would have done the TransPac if they wouldn't have had to alter their boats so much. With sanctions lifted after 20 years, South African boats are entering many international races.

— "It was brutal," said Bruce Tabor of their Sail Comp. It's a device that tells how fast you should be sailing given the wind speed and wind direction. It even tells you how well — or more to the truth — how



A midnight hula at the finish. Even drunken sailors respect the dignified traditions of Hawaii.

poorly you've done compared to the optimum.

— In TransPac agricultural news, they



# TRANSPAC '93

couldn't get sprouts to grow on *Morning Glory*. At least until they fell into the bilge — and which point they couldn't get them to stop.

— For the first half of the race, *Silver Bullet* had been on *Merlin's* record pace. But



"Chocolate! Chocolate! Chocolate!" The crew of 'Antara' had a new mantra when they arrived.

given the High was so forth north, they knew the trades would be light and they wouldn't have a shot at the record.

— The unriggered carbon fiber tube for *Rage's* mast cost \$30,000.

— Some boats had a couple of days of heavy weather early. Said *Baywolf's* Peter Gibson, "We got beaten to death and everything — I mean everything — got sopping wet."

— The boat with the most culture was *Jumpin' Jack Flash*. A crewmember who attends UCSB brought a copy of Upton Sinclair's *The Jungle*. Everybody read it. When not reading, they had skeet shooting off the transom. Paper plates were the skeets, rotten eggs were the bullets.

— Three boat in the last start were over early. Unsure who was guilty, six returned to restart. "It was mayhem," said *Mirage's* Skip Allan.

— Reactions to the race varied:

"I'll never do this f--king race again," said Tom Leweck, veteran of numerous TransPacs. His wife Barbara just smiled; he says it after every TransPac. "I really mean it!" Tom growled. As proof, he signed a document to that effect.

But he was in a minority.

"It was a great TransPac," said Dee Smith, "my most favorite ocean race ever."

— **latitude 38**

## 1993 TransPac

<u>Class</u>	<u>Fleet</u>	<u>Yacht</u>	<u>Type</u>	<u>Owner/Charterer</u>	<u>Homeport</u>	<u>Corr. Time</u>
<b>IOR - A</b>						
1	1	<i>Silver Bullet</i>	SC 70	John DeLaura	Los Angeles	215:09:06
2	2	<i>Orient Express</i>	SC 70	Peter Tong	Long Beach	218:14:30
3	3	<i>Victoria</i>	Andrews 70	Mike Campbell	Long Beach	223:52:58
4	4	<i>Mongoose</i>	SC 70	Joe Case	San Francisco	224:21:20
5	5	<i>Pyewacket</i>	SC 70	Roy Disney	Marina del Rey	224:56:37
6	6	<i>Alchemy</i>	Andrews 70	Dick Compton	Santa Barbara	225:17:20
7	7	<i>Mirage</i>	SC 70	Jim Ryley	San Francisco	226:04:33
8	8	<i>Taxi Dancer</i>	R/P 70	Bruce Chandler	Long Beach	228:52:06
9	9	<i>Kathmandu</i>	SC 70	Fred Kirschner	Coronado	229:55:52
10	10	<i>Holua</i>	SC 70	Blake Quinn	Newport Beach	230:04:17
11	11	<i>Grand Illusion</i>	SC 70	Ed McDowell	Redondo Beach	235:35:55
12	13	<i>Gekko VIII</i>	N/M 68	Eitaro Skimizu	Toyko, JPN	257:06:08
—	—	<i>Starship I</i>	N/M 68	David Delo	San Diego	DNF
<b>IOR - B</b>						
1	12	<i>Medicine Man</i>	Andrews 56	Bob Lane	Long Beach	241:07:23
2	15	<i>Tomahawk</i>	Frers 50	Dick Applegate	Long Beach	267:06:47
<b>IOR - C</b>						
1	14	<i>Patriot</i>	J/N 40	J. Montgomery	Long Beach	260:04:58
2	16	<i>Rodeo</i>	Choate 40	Leonard King	Ventura	267:58:17
<b>PHRF - A</b>						
1	2	<i>Rage</i>	Wylie 70	Steve Rander	Portland, OR	209:20:34
2	3	<i>Merlin</i>	Lee 69	Donn Campion	Santa Cruz	209:57:33
3	10	<i>Joss</i>	MacGregor 69	D. & C. Daniels	Long Beach	240:50:45
<b>PHRF - B</b>						
1	1	<i>Jumpin' Jack Flash</i>	Davidson 50	Bruce Tabor	Oxnard	206:35:20
2	4	<i>M-1</i>	Ross 45	Bill Boyd	Honolulu	210:14:49
3	5	<i>Gone With The Wind</i>	SC 50	Bill LeRoy	San Francisco	210:30:19
4	6	<i>Oaxaca</i>	SC 50	Gene Twiner	Gig Harbor, WA	210:57:44
5	7	<i>Bombay Blaster</i>	SC 50	Dan Nowlan	San Diego	211:12:55
6	8	<i>Bay Wolf</i>	SC 50	K. & J. Wilson	Los Angeles	212:20:41
—	—	<i>Kingfish</i>	SC 40	John Kerslake	San Francisco	DNF
—	—	<i>Harlequin</i>	Schock 55	Barbara Colville	Newport Beach	DNF
<b>PHRF - C</b>						
1	9	<i>HMCS Oriole</i>	Owens 102	Michael Cooper	Esquimalt, BC	230:36:39
2	11	<i>Destiny</i>	Swan 43	Peter Bennett	Richmond	248:43:19
3	12	<i>Koinonia</i>	J/35	Doug Ament	San Diego	250:22:52
4	13	<i>Ecstasy</i>	Baltic 38	John Donahue	Corona del Mar	259:12:56
5	14	<i>Air Stripper</i>	J/35	Ralph Schmidt	Oxnard	282:13:43
<b>IMS - A</b>						
1	1	<i>Morning Glory</i>	R/P 50	Hasso Plattner	Kiel, GER	166:18:53
2	2	<i>Persuasion</i>	Andrews 53	Neil Barth	Newport Beach	170:15:56
<b>IMS - B</b>						
1	3	<i>Warspite</i>	Wylie 42	Kevin Meechan	Honolulu	185:47:09
2	4	<i>MBS Flyer II</i>	Simonis 53	Ellian Perch	Hong Kong	191:03:50
3	9	<i>Perestroika</i>	Jeppesen 39	Gib Black	Honolulu	212:03:32
<b>IMS - C</b>						
1	5	<i>Urban Renewal</i>	J/35	Les Vasconcellos	Honolulu	204:19:22
2	6	<i>Ariel</i>	Mason 54	Richard Rosic	Dana Point	204:19:22
3	7	<i>Antara</i>	Cal 40	Bonnie Gibson	Santa Barbara	208:24:51
4	8	<i>Vendetta</i>	Moody 44	Bill Reid	Wellington, NZ	210:47:09
<b>ULDB - 70</b>						
1	1	<i>Silver Bullet</i>	SC 70	John DeLaura	Los Angeles	225:11:17
2	2	<i>Orient Express</i>	SC 70	Peter Tong	Long Beach	228:37:44
3	3	<i>Mongoose</i>	SC 70	Joe Case	San Francisco	234:14:04
4	4	<i>Pyewacket</i>	SC 70	Roy Disney	Marina del Rey	235:03:31
5	5	<i>Victoria</i>	Andrews 70	Mike Campbell	Long Beach	235:12:42
6	6	<i>Mirage</i>	SC 70	Jim Ryley	San Francisco	235:53:46
7	7	<i>Alchemy</i>	Andrews 70	Dick Compton	Santa Barbara	236:40:48
8	8	<i>Kathmandu</i>	SC 70	Fred Kirschner	Coronado	240:08:56
9	9	<i>Holua</i>	SC 70	Blake Quinn	Newport Beach	240:24:11
10	10	<i>Taxi Dancer</i>	R/P 70	Bruce Chandler	Long Beach	240:26:19
11	11	<i>Grand Illusion</i>	SC 70	Ed McDowell	Redondo Beach	245:58:08
12	12	<i>Gekko VIII</i>	N/M 68	Eitaro Skimizu	Toyko, JPN	268:57:11
—	—	<i>Starship I</i>	N/M 68	David Delo	San Diego	DNF
<b>FAB 50's</b>						
1	1	<i>Jumpin' Jack Flash</i>	Davidson 50	Bruce Tabor	Oxnard	247:53:36
2	2	<i>Gone With The Wind</i>	SC 50	Bill LeRoy	San Francisco	250:31:32
3	3	<i>Oaxaca</i>	SC 50	Gene Twiner	Gig Harbor, WA	251:06:43
4	4	<i>Bombay Blaster</i>	SC 50	Dan Nowlan	San Diego	251:36:53
5	5	<i>Bay Wolf</i>	SC 50	K. & J. Wilson	Los Angeles	252:01:14



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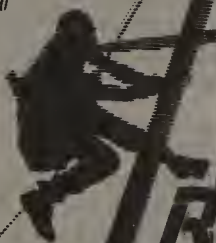
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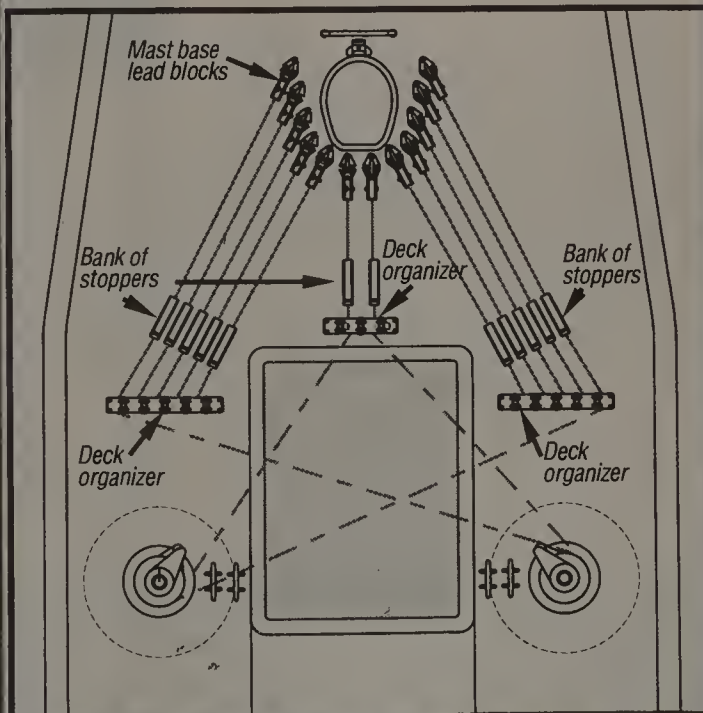
### **Use your winches more effectively by leading lines through deck organizers.**

The modern offshore boat typically runs all the halyards and control lines aft on the cabin house to stopper banks. Typically the pit person has only two winches to handle eight or nine lines. With so many control lines and so few winches, it's inevitable that there will be times when you're short a winch. To utilize both winches most effectively, place a deck organizer aft of the stopper bank so that lines can be routed to the far side winch. This is a common technique on custom boats which often lead the control lines straight aft to a stopper bank, but it can also be done very effectively on production boats that lead half of the controls down either side of the cabin house.

Organizers should have one more sheave than the number of control lines they will handle. Pass the lines between the sheaves so they can be turned to the winch on either side of the boat.

Choose your organizer with care. Boats to 40 feet can generally use mid-range organizers while larger boats probably need big boat organizers. Controls like halyards often see very high loads because you are trying to tension fully loaded sails and bolt rope or luff tape friction can make it difficult to move the sail. Remember that the load on the sheave is a factor of the load on the line plus a factor determined by the angle of deflection — a sheave that turns a line 30° sees only 52% of the load while a sheave that turns a line 90° sees 141% of the load.

Tripp Estabrook,  
Harken East



# **HARKEN**

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# GARY MULL —

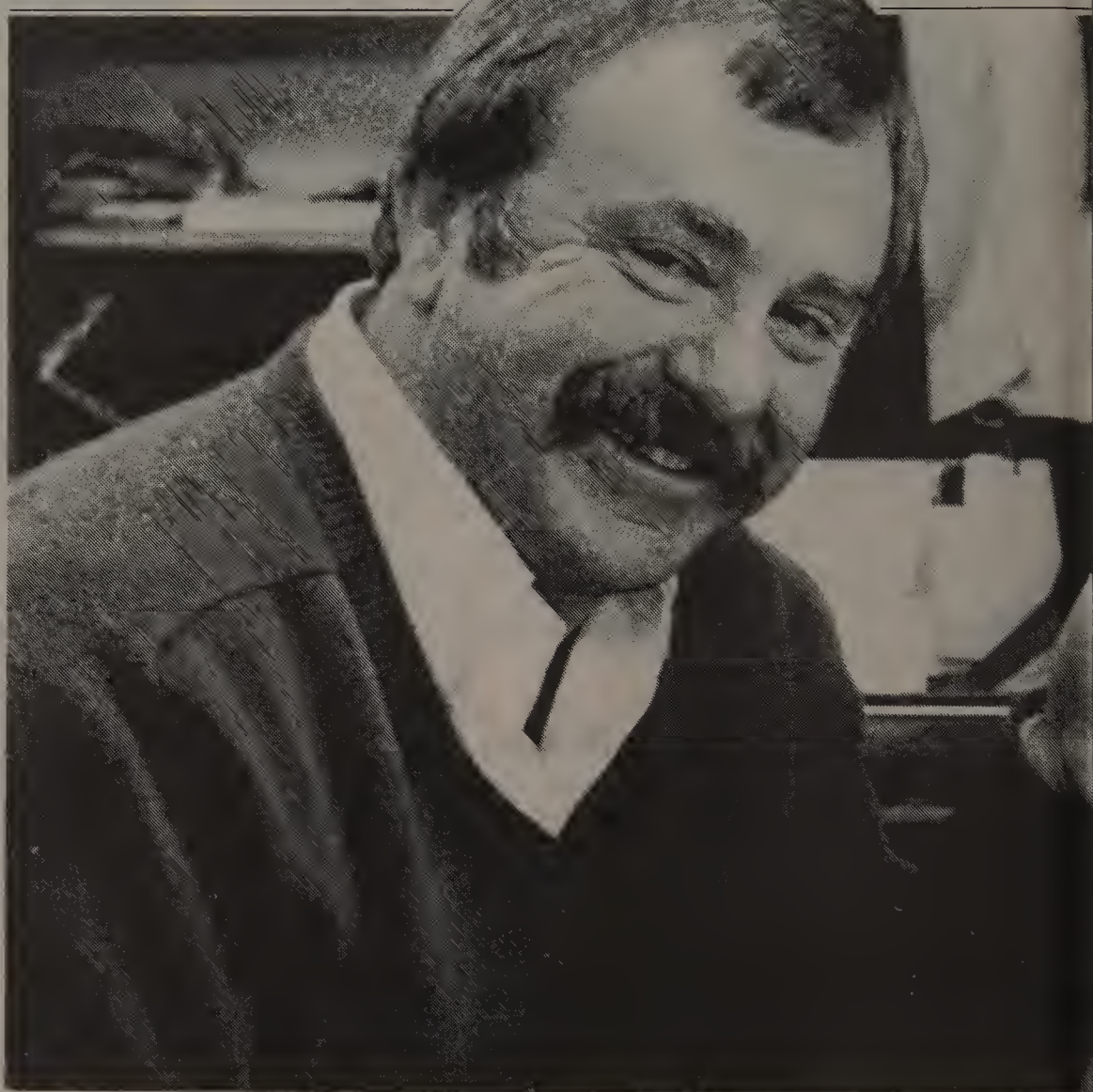
**I**t hurts like hell to lose Gary Mull. The sailing community, of course, will miss his vigilance and his guiding hand, not to mention the strong and fast boats he designed. His friends and family will miss his well-developed sense of humor and his appreciation of art and culture. The restaurants and espresso vendors of Berkeley and Oakland will miss his steadfast support. His macaw, his Great Danes and his cats will miss their master's loving touch.

For those who knew Gary, his death on July 14th at age 56 from lung cancer is a heavy burden to bear. Grief, sadness and perhaps even anger — Gary didn't smoke — are some of the litany of emotions that sweep over those left behind. As a former colleague of his so aptly phrased it, Gary was a man who left a big wake.

The details of his passing are simple. Earlier this spring, he caught a cold which developed into pneumonia. A persistent cough prompted doctors to take a chest x-ray, at which point they found cancer. Radical treatments were attempted but failed. He died peacefully a few days after marrying his longtime love, Shelley Hayse, in a hospital bedside ceremony.

**A** native Californian, Mull began sailing on Lake Merritt at the age of 10. He joined the Coyote Point Sea Scouts and gained his first big boat experience on 25-foot Monomoy whale boats and the 43-foot staysail schooner *Stormalong*. In 1956, he went to sea on the 69-foot ketch *Celebes* in the Los Angeles to Tahiti Race. He had given up two scholarships, one in English and the other in engineering, to go on the race, much to the chagrin of his parents. He harbored dreams of becoming a poet, but realized that making a living as a bard would be difficult at best and so he returned to school, earning his degree in mechanical engineering with an option for naval architecture, at UC Berkeley.

After a couple of jobs as a naval architect designing tugs, barges and dredges, Mull hung out his own shingle in 1969 in Oakland. His first popular design was the



came the first and only production boat to win overall honors in the Southern Ocean Racing Circuit (SORC).

Private clients also received quality yachts, such as the cruising boats *Sunshine*, *Muav* and *Manatee*. On the racing circuit, Mull made his mark with boats like *Dora*, *Lively Lady*, *La Forza Del Destino*, *Gonnagitcha*, *Hot Flash I* and *II* and the maxi *Sorcery*.

Perhaps his most famous racer was the 42-foot *Improbable*, built for Tiburon's Dave Allen. Designed in 1970, at 16,000 pounds the boat was light for its day and has been

*Above, Gary at work. Below right, Mull on yacht design.*

when Mull raced to Tahiti). Mull once said that the boat's name originated one day when the three of them were sitting around and someone commented that they were the most improbable group that had ever gotten together to create a yacht. From there on out Mull labelled the drawings: "The Improbable Syndicate."

**T**hroughout his adult life, Mull's most enduring friendship was with his college buddy Tom Blackaller. The latter, also an engineering student, originally invited Mull, a former football player who had an incredibly high threshold of pain, to be his Star crew. In those days, the forward hand on the 22-footers had no hiking aids. Mull perfected the technique of hanging with only his ankle and hand above the rail and the rest of his body drooped over the side, a position he could hold for miles. "I think Tom liked me because I was the best possible sack of ballast he could find who didn't whine," he said.

**Do you think Olin Stephens ever earned a design commission by singing the opening aria to Verdi's 'La Forza del Destino'? Gary Mull did, so the story goes.**

Santana 22, a yacht which still enjoys considerable success here on the Bay. Other production boats followed, including lines for Schock, Newport, Ranger and Freedom. In 1974, Mull's Ranger 37 *Munequita* be-

called one of the first of the ultralight displacement category. *Improbable* was the brainchild of the effusive Mull, the quiet Allen and the self-assured Commodore Tompkins (who had been aboard *Celebes*



# A PASSION FOR SAILING



he started doing it with regularity."

Commodore also recalls the time that Mull brought a *Playboy* magazine on board for the long tow to the starting line. "He read us this hilarious story about someone losing their brakes in a race car," Tompkins recalls. "It turned what was usually a boring ride into a wonderful experience and helped boost the spirit on the boat." Later, with the race safely in hand and Blackaller's lead unassailable, legend has it that Mull finally unfolded the centerpiece and let the skipper peruse her charms while sailing by rote.

From the 6-Meter, Mull and Blackaller moved to 12-Meters. Starting in 1986, Gary rode herd over the talented but quirky set of designers involved in the St. Francis YC challenge for the '87 America's Cup. The group produced the only breakthrough design of the series, a front-ruddered sloop that was sailed to only part of her potential. The stress and strains of the campaign took their toll, however. Mull eventually had to sue the syndicate to recover his fees, and his relationship with Blackaller was severely damaged. Fortunately, the two reconciled shortly before Blackaller died.

Mull cast his net far and wide, not only sailing and designing boats, but in

ing Council's International Technical Committee, serving on each for 17 years. He chaired the latter for 11 years.

Ken Weller, now the chief measurer for the U.S. Sailing Association, shared that work with Mull. "Gary was very good at communicating technical information and he spoke out on a wide variety of subjects," says Weller. "He mingled with people from all over the world and helped cement warm relationships that made the work of the ORC (the world body which governs offshore racing) easier and smoother."

Mull was also instrumental in working with the American Bureau of Shipping in drawing up a scantling guide for building and classifying offshore racing yachts. One of his major concerns was that sailing was not only fun, but especially when sailors go offshore, that it was safe. "When I need to reference how strong my boats should be," says Alameda designer Carl Schumacher, "I pull out the scantling guide."

Schumacher is one of many West Coast designers who apprenticed in Mull's office. Others include Jim Antrim, Eva Hollman, Chuck Burns, Jim Donovan, Phil Kaiko, Doug Sharp, Paul Kotzebu, Peter Dunsford and Ron Holland. Mull sometimes joked that he should have a reunion for all his graduates of the 'West Coast School of Yacht Design.'

Mull's resume runs on for several

The two enjoyed each other's company immensely. "Tom had an incredible memory," Mull recalled shortly after Blackaller's premature death in 1989. "I told him his mind was like other people's attics — nothing ever left it. To me, details he remembered were so much trivia that you ought to get rid of. On road trips to Star regattas, we'd be going down I-5 and Tom would hand me copies of the class newsletter and ask me to quiz him on who won what championship. He'd rattle them off and most of the time, he was right, but sometimes I'd say 'Nope, it was Durwood Knowles.' He'd say, 'What! Let me see that!' and he'd grab the paper out of my hand and check it himself. We had a laugh riot the whole way!"

The two collaborated several years later when the St. Francis chose Mull to design a series of 6-Meter yachts which Blackaller then steered to victory in the American-Australian Challenge Cups. Mull crewed on the boats as well and primed his crewmates about some of Blackaller's special talents. "He told us that Tom had the ability to spot lifts and headers before they arrived," recalls Commodore Tompkins. "He called it 'The Blackaller Shift.' I thought it was bullshit until



administration. He was a member of the International Yacht Racing Union's Keelboat Technical Committee and the Offshore Rac-

pages. History will show he toned down his yachting efforts and spent the last few years of his career as a designer, consultant and



# GARY MULL



PHOTOS COURTESY SHELLY HAYSE

is the inability to do otherwise. Sailing is so fascinating! There's no aspect that's constant. The sea and the weather are always changing. The boats are different. The people are different. It's one of those pursuits where, during a dark and stormy night at sea, you find out what kind of person the other guy is. Some big, macho guy may turn shit scared in 50 knots of breeze. Other guys get excited. 'Wow!' they'll exclaim. 'This looks like the end of the world! I can't think of anything better than to sink on a day like this!'

"Chess is a fascinating game. It's very intellectual but basically static. Yacht racing is like dynamic chess, only no one knows which way the pieces can move. The board's moving at the same time and you've got this third party upstairs throwing in rooks and pawns and queens whenever he feels like it. It's just really interesting."

Now, as Gary Mull joins that third party, it's not hard to imagine him and Blackaller up there slinging down a few rooks and pawns themselves, and having a big laugh riot in the process.

— shimon van collie

structural engineer. For the past three and a half years, he worked with the Quadra Corporation, an aerospace materials company, where he consulted on technical analysis, design and testing of composite materials. Among his other clients were the Egyptian Navy, for which he designed submarine sonar domes, and Merlin Technologies, where he helped in the manufacturing of Trident launch tube extensions.

Some argument may ensue over the next few years as to Mull's place in the long history of yachting and yacht design. Some would say he had the tools to be one of the greats. Others might argue that he lacked the inspirational genius of an Olin Stephens or a Bruce Farr. Whatever the outcome of those discussions, two facts will remain incontrovertible. One, he was an original. Do you think Olin Stephens ever earned a design commission by singing the opening area

*The crew of the 6-Meter 'St. Francis II, circa 1969: (l to r) Al Mitchell, Gary Mull, Tom Blackaller, Ed Bennett and Commodore Tompkins.*

from Verdi's *La Forza del Destino*? Well, Gary did, so the story goes. Second, he was passionately devoted to sailing as a sport. Even after his popularity as a designer of world-beater boats had come and gone, he was not too jaded to jump on one of his 22-foot Pocket Rocket sloops and race out to the Lightship and back.

A little over three years ago, Mull spent a sunny morning with me at one of his Berkeley espresso haunts. He talked on a wide range of topics, as was often the case. During the course of that interview he gave me perhaps one of the most lucid explanations as to why people go crazy about sailing and racing sailboats. Here's what he had to say:

"The reason people get fully involved to the point of trying to make sailing their lives

Contributions in Gary's name can be made to one of the following organizations:

Bay Area Association of Disabled Sailors (BAADS), P.O. Box 193730, San Francisco, CA 94119. Contact: Commodore Richard Skaff, (415) 554-8212 or (415) 389-8627.

Great Dane Rescue, 15255 Clydelle Ave., San Jose, CA 95124. Contact: Colleen Leahy, (408) 447-1242 or (408) 267-0788, or Betty Thomas, (408) 377-6851.

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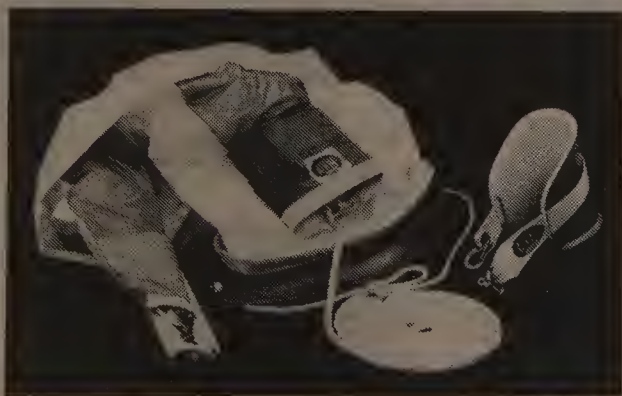
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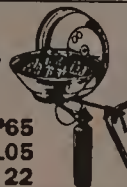
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# DO-IT YOURSELF REFIT

**W**e've all seen The Deal. Whether the ad reads "fixer upper", "project boat" or "needs TLC", it all means about the same thing — some poor old boat has fallen on hard times and the owner needs to unload it cheap before it fossilizes.

chase cost of the boat by many thousands of dollars.

It doesn't have to be that way.

*A big part of becoming a good do-it-yourselfer is learning to work smart as well as hard.*

Boats like The Deal always sell. In fact, they may be the best sellers on the market because they offer two of the things buyers want most — cheap and big. So while your logical self is recoiling at the sight of the faded gelcoat, weepy fittings and sun-parched trim — the dreamer is peeling off the years of grime and neglect to The Boat That Could Be Again. And before you know it, you're a boat owner once again.

There have been a thousand stories of people bringing such boats back to life in the pages of *Latitude* over the years, and are bound to be a thousand more. Some are back sailing in months. Some take years. Some, after a decade of little more than good intentions, are sold to other dreamers.

In a perfect world, we'd simply bring The Deal to our favorite yard on Monday, hand them a blank check, and pick up The Boat That Could Be Again on Friday, just in time to take off on the world cruise. (Hey, if you're going to dream, dream big.)

The reality, of course, is that times are tight. The good news is, if you have the desire and the perseverance, with a little planning it's possible to do all but the most specialized restoration and repair work on your own boat. To put it another way, The Deal can work out the way you want if you the dreamer lets the logical self get a word in edgewise.

**O**ur 'project' was a 1980 Union 36 cutter. Designed by Bob Perry and built in Taiwan, the Unions are virtual sisterships to Hans Christians: heavily-built double enders with half a rain forest worth of teak trim both topsides and below.

*Dark Star* had sat neglected in Sausalito for years. She hadn't been hauled in a decade. Her fiberglass hull was faded and oxidized, the varnish was peeling off in layers, the teak was black with grime, the canvas was in tatters, and the diesel engine was seized as solid as if it were a single piece of iron. Realizing that beyond the tarnished appearance was basically a sound and well-built boat, by wife Miri and I bought her with the full knowledge that it would take at least a year to put her 'in shape'.

I should mention that this was not our first restoration project — we'd both done major refits before, both together and individually. However, for the purposes of this article, we approached this project as if we were novices. So before we began various phases of the project, we obtained information from a variety of easy sources. These included product literature, toll-free customer-assistance lines (nearly all major marine companies have these), chandlery personnel and simply watching work in progress on other boats in the yard.

Having completed *Dark Star*'s entire refit in this manner — and without purchasing



any exotic tools or ordering any unnecessary yardwork — we're absolutely convinced that anyone willing to get their hands dirty can tackle 70 to 80% of the repairs necessary in a major refit. Of course, it's nice to share the work with a willing partner — and a willing woman can get just as much done as a man — but even solo, a motivated boat owner can do an amazing amount of refit work him or herself. And judging by the number of people who stopped by to ask us about how to do this or that during *Dark Star*'s refit, there are plenty of people out there who are



Faded, peeling and grungy, 'Dark Star' was the 'classic' neglected boat when we found her.

The one thing almost all major refits share in common is that they ended up costing more than expected — some even exceed the pur-





# PART I — IN THE BOATYARD



*Above, "Scalpel, please — and pass the epoxy." Below left, it took a shovel to scrape off the first layer of spooage from 'Dark Star's' bottom.*

motivated.

**T**he first step in any major restoration is to contact a qualified marine surveyor. Nearly everyone is familiar with the role surveyors play during the sale of a boat. However, for some reason, they are often an underutilized resource in many refits. And that's a shame, because an experienced surveyor is invaluable in determining the extent of repairs necessary, and what it will take to put the boat in insurable condition. (*Dark Star* was not in insurable condition when we purchased her.) Perhaps he might even be the voice of reason that helps your logical self convince the dreamer to walk away from a project that's too big. Either way, a good marine surveyor can save you thousands of dollars over the life of a major refit. So hire a pro, no matter what your experience.

Second, visit several boatyards to select

one that suits your needs the best. Location and price are of course the major considerations in the selection of a boatyard, but also check into their policies on do-it-yourselfers and long-term projects. Many Bay Area



yards not only allow do-it-yourselfers, they actually welcome them. However, be aware going in that there are things you can and cannot do — environmental regulations prohibit owners from wet sanding or spray

painting, for example, and most yards require you to buy at least bottom paint from them. Read the regulations over carefully.

Generally speaking, yards are more than willing to work with you in long term haulout situations. If you plan to be out, say, two to three months for a blister job, you can often negotiate a monthly rate at a considerable savings over the daily charge. Yards may also give better prices if you contract part of the project to them. The bottom line when dealing with a yard (or anyone else involved in the refit process) is to be as up-front and honest with them as you can. We actually brought photos of the boat with us and detailed as much of the how, where, when and why of the project as we could. We also expressed the desire up-front to purchase some products from chandleries outside the yard (even though we ended up buying a great deal of what we needed there). Like any good business, yards like to know what to expect from their clients.

Miri and I selected a well-known yard in Richmond, which gave us a nice corner spot and a reduced rate with our promise of at least a two-month stay 'on the hard'.

**U**sually the first major concern with any refit project is the hull. Maybe a prior deal fell through on it because of blisters, or bad keel bolts rendered it uninsurable. In the case of a wooden boat, maybe some frames or planks were rotten. Although those might sound like major repairs — and they can be — most of the time they are perfectly do-able by a boat owner.

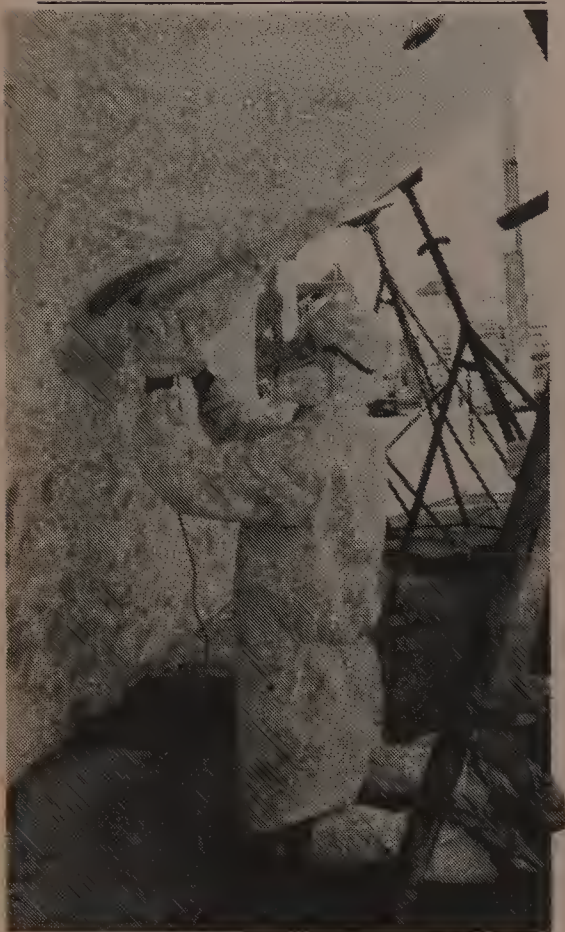
*Dark Star* did have minor surface blistering. We chose to do the bottom job completely by hand — no blasting or gelcoat

*'Once the barrier coat went on, the bottom looked new. Here we're preparing to coat the bare spots left after the jackstands were moved.*

'peelers'. For extensive blistering, a more thorough removal of the gelcoat (and sometimes the laminate) is called for. But again, this should only be done on the recommendation of your surveyor. Some yards will



# DO-IT-YOURSELF REFIT



*Sanding the bottom — buy good knee pads and make friends with a chiropractor.*

remove the gelcoat by blasting with sand or soda, then allow the owner to finish the project him or herself.

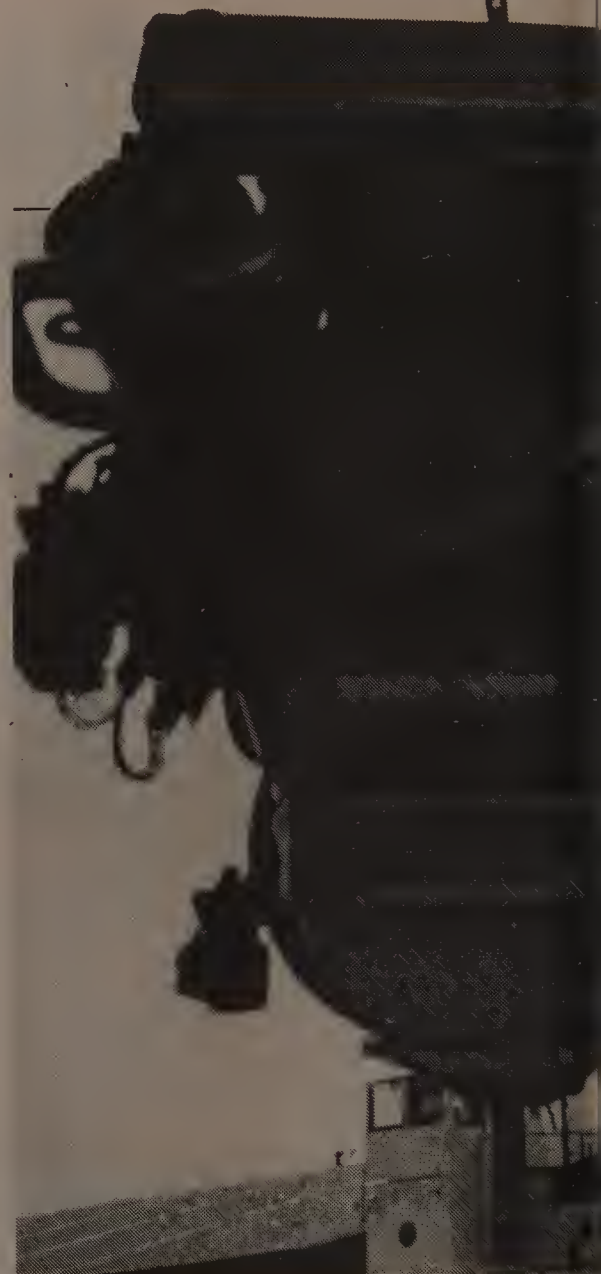
We began by taking off all the old bottom paint with paint remover. We then removed about 50% of *Dark Star's* gelcoat — with a sander polisher fitted with a nice soft pad and 80-grit adhesive discs — to a clean, sound surface, then let it dry. Since the summer temperatures in Richmond often reach the high 80s, the drying process didn't take as long as it might at a cooler yard

closer to the main Bay. During the drying period, we applied epoxy surfacing putty in several rough areas, especially around the boat's full keel, and sanded each application smooth.

While there are many good filler or surfacing putties on the market, we used the West System for this particular application because it can be mixed (by addition of fillers to the resin) to almost any desired consistency from mayonnaise to peanut butter. This is often important, depending on the surface to be filled. There are many other good epoxy filler putties available, all of which these days are 'user friendly' — easy to mix, easy to apply and easy to sand.

While working with any of the new high-tech products will make your renovation easier, don't take a cavalier approach to applying them. You'll be exposed to many toxic dusts and chemicals and protective clothing is mandatory. Never attempt any restoration task, especially on fiberglass, without the appropriate protection. For ease of wear, breathability and all-around protection, we found the disposable 'paper' one-piece coverall suits to be ideal. There's no getting around the fact that you'll look like a complete goon in one, especially the hooded version, which we recommend. But you'll live to laugh about it later. Surprisingly tough and durable, the suits, which come only in white, run about \$6 or \$7 apiece at most chandleries. Ours lasted about two weeks apiece; and I think we went through about four or five suits each over the time we were in the yard.

Supplements to the suits include gloves, goggles and a good respirator. We used two



types of gloves, the cotton 'gardener' type when grinding and sanding, and rubber gloves when working with chemicals. We wore full-face 'socks' under our hoods and plastic protective goggles over that. And last but not least, a good respirator with

## BOATYARD ETIQUETTE

Although the methods described in this article worked for us, there are many different ways to accomplish most of them. Some do-it-yourselfers have more experience than others, and can save even more money than we did. Some have better tools, more helpers, a bigger refit budget — whatever.

But while methods may differ, there should be no deviation in basic boatyard 'etiquette'. Here are a few do's and don'ts:

**Do** approach the yard owner or manager with a plan for your refit. Have some photos of the boat and a rough itinerary. Ask to look over a copy of his rates and yard policies, and whether or not there's a long-term

monthly rate available.

**Don't** expect a 'rebate' if you decide to give up after a few weeks.

**Do** expect to pay the yard for any help you get. Boatyards are expensive operations with very high overhead expenses and highly-trained personnel. They are not there to guide you for free through every step of your project. If the yard or one of the workmen does volunteer his time, reciprocate accordingly (a six-pack or two, etc.)

**Don't** discuss your project or ask to 'borrow' tools or equipment *without* expecting to pay for it. Don't bother your neighbors with such requests, either. A perennial 'borrower' is a nuisance to everyone.

**Do** keep your space clean. Most yards will require you to either tarp your area, or sweep up around the boat each evening. If you don't, they will — and will charge you for it.

**Don't** deviate from the rules! A person caught wet sanding reportedly caused the closure of a Bay Area yard for six months not long ago. Yards can also be subject to heavy fines. Don't bring in outside contractors unless they have been cleared with the yard (and **do** expect to pay a surcharge for the privilege, plus show proof of the contractor's insurance). And *don't move or adjust the jack stands around your boat*. Let the yard do it.



# PART I — IN THE BOATYARD



*Above and inset, the beast emerges! Engine removal took only 15 minutes once we'd done the preliminaries.*

changeable cartridges for both dust and chemical vapors.

This is no place to skimp on 'bargain' gear.

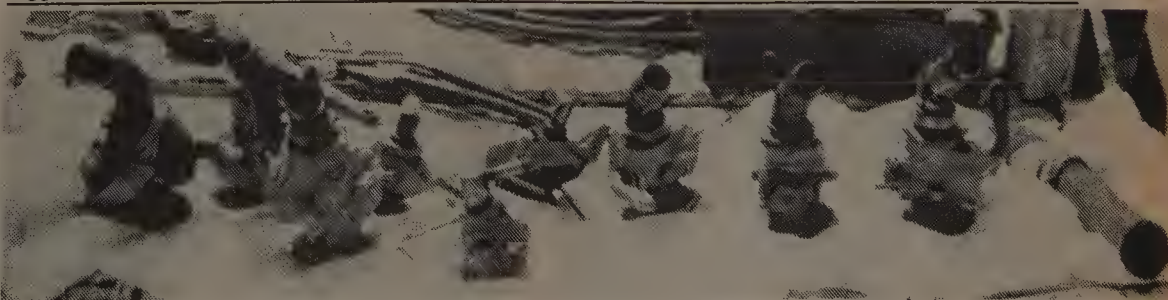
**Do** be clear on the yard's policy for purchasing materials. Most yards require do-it-yourselfers to at least buy bottom paint from them.

**Don't** attempt to provide the entire boatyard with musical entertainment. It's surprising how many people think nothing of cranking their radios loud enough so they can hear them over the sound of a grinder. If you absolutely can't work without rock music pumping at ear-bleeding levels, consider a Walkman.

Finally **don't** insist that *Latitude 38* said you could haul your boat, do all your own work and pay what you want. We'll tell 'em we never saw you before in our lives.

— our 3M brand respirators, which come with extra filters, cost about \$50. For really extensive bottom repair, we recommend a full-face mask. These have removable plastic face shields (to protect the main faceplate from scratching) and an air hose connection. Although they can also be used without air,

*To most people, seacocks are more functional than attractive, but these cleaned, rebuilt and tagged ones looked downright beautiful to us!*



many yards have air outlets throughout the premises. With a simple 3M adapter and about 50 feet of hose, you can have your own self-contained air supply. To complete your protective costume, get a quality set of pads for your knees — you'll be spending a

lot of time on them (both working and praying for the job to end!).

**T**o do any project properly, you need the right tools. Your best bet is to buy commercial or 'professional' grade ones. They will invariably last longer than the hobby variety and can usually take all the abuse you can dish out. Quality power tools are also a long-term investment. Take it from someone who has gone both the bargain-basement and commercial-grade route: paying a little more for good tools now will save you money in the long run.

The two-speed sander/polisher mentioned earlier is a must for doing bottom jobs. One in the 2,500 to 5,000 rpm range is ideal, and be sure to fit it with a good quality flexible rubber or soft foam pad. You'll also need a good hand sander or two, and the new 'random orbital' models are hard to beat. Another helpful power tool is a small 4" grinder for metal grinding and polishing. But *don't* use this or any other 'disc' type sander on a fiberglass bottom. In inexperienced hands, the effect is similar to cutting butter with a chainsaw. You can easily do much more harm than good.

These and many more work-saving tools are available at chandleries, large hardwares, department stores such as Sears, tool supply outlets and of course weekend swap meets. As a general rule, stick with recognized brand names. The warranty service and parts availability will be worth it.

**D**uring the actual sanding of *Dark Star's* bottom (after we had stripped off the old paint), Miri and I stood 20-minute 'watches'. It doesn't sound like a lot, but after 15 or 20 minutes of intensive sanding and grinding, especially overhead, the machine feels like an anchor. Sanding on rotation eliminates fatigue, and many mistakes that can accompany it. For those working solo, rest often during this stage — and consider putting a 'first mate wanted' ad in the *Classy*

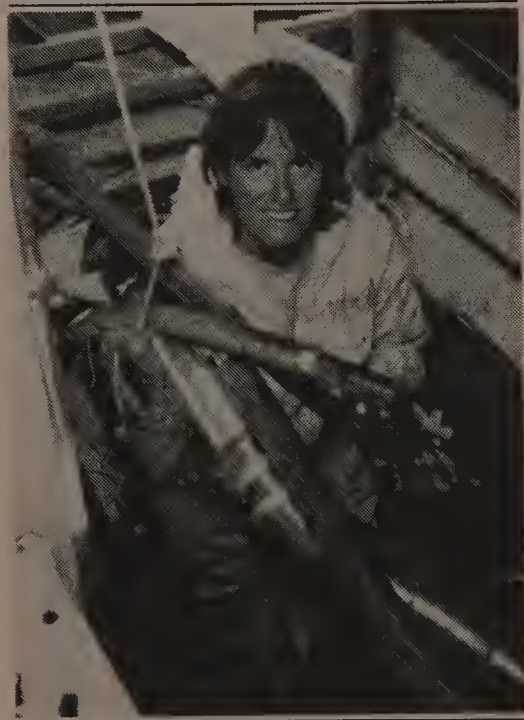
## Classifieds.

When the bottom is smooth and dry, you're ready for the epoxy barrier coat. How do you tell if the hull is dry enough? There are a couple of ways. The first and easiest is to test the hull with a moisture meter. You



# DO-IT-YOURSELF REFIT

can buy one of these, but it's generally cheaper to pay a nominal fee and have the yard take periodic readings for you. A second method is taping 1-foot-square patches of clear plastic forward, aft and on the keel on each side — six in all. Do this in the late afternoon. The next morning, if there's still moisture in the hull, it will be trapped in the plastic. When no condensation shows, the



*Miri mucks out the 'engine room'. Only boat owners can smile when doing such jobs.*

hull is dry.

(Be aware that 'dry' in this instance is a relative term. For example, you're never going to see a '0%' reading on a moisture meter. What you're looking for is how dry the hull is now compared with how dry it was when it came out of the water. A moisture meter reading of 15% is pretty much as dry as any boat is going to get.)

When the hull is ready, you'll need to apply a resin coat to any exposed laminate before the barrier coat itself. After the resin coat (brushed on if just small patches; rolled on if the whole bottom's been exposed), make sure the hull is clean, smooth and solvent-free.

There are many excellent barrier coats on the market. We chose Interlux 3000 for its ease of application and the ability to apply the coats — in our case, four in all — within very flexible timeframes: anywhere from two hours to a whole week between coats without sanding. It also has reasonable temperature flexibility. This application, done with epoxy-compatible rollers, took two days (two coats per day, one hour for each coat), and was as easy as applying bottom paint. Upon completion, *Dark Star's* bottom looked as if it had just come out of the original mold.



*The author reinstalling one of the easier thru-hulls. Some required quite a bit of gymnastics.*

From there, per instructions on the can, we applied a non-sanding bottom paint sealer and one coat of bottom paint. The boat

ALL PHOTOS JOHN SKORIAK  
received its final coat of anti-fouling just before it went back in the water.

As important as your hull's bottom are the below-water fittings — and there's no better time to check thruhulls, propeller, prop shaft and rudder than when the boat's high and dry. Seacocks can sometimes be done in place by simple lubrication — some even have grease fittings built in. But provided they are accessible from the inside, good quality bronze seacocks are quite easy to remove, service and reinstall.

On *Dark Star*, we removed all the seacocks for inspection, servicing and, in several instances, replacement. This was also a good time to replace any questionable hoses and rusty hose clamps. Your surveyor will likely have told you which need replacement, if any, but if you have any doubts about any others, replace them, too. It's the cheapest insurance you can buy.

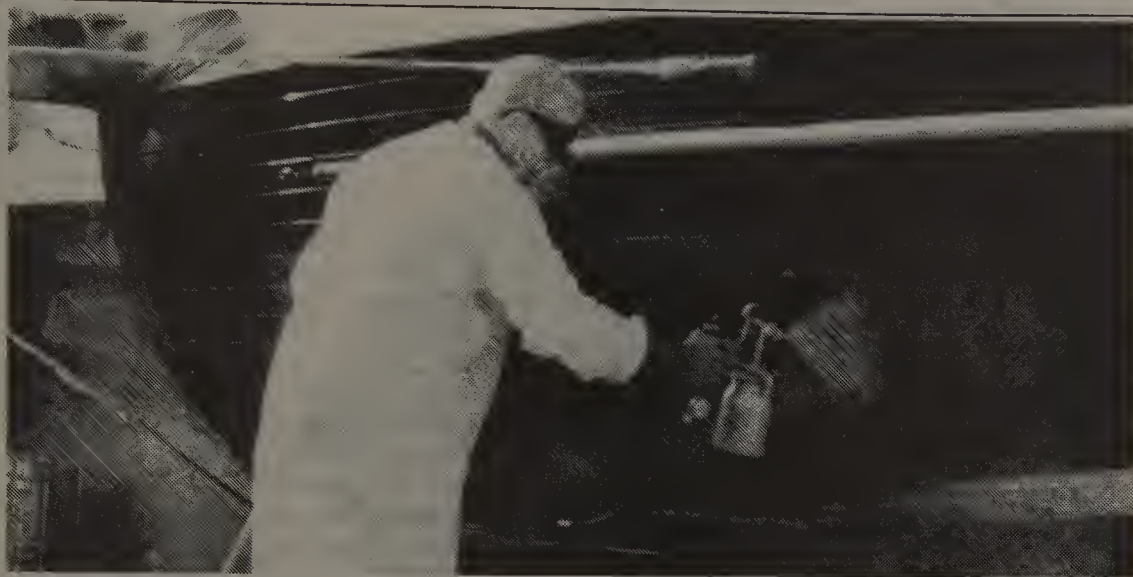
What goes into 'servicing' a thruhull? Disassembly, cleaning, lubrication and reassembly. A helpful device for cleaning thruhulls or any other metal fittings is a small

*Despite all the work yet to be done, it felt good to see 'Dark Star' go back in the water.*





# PART I — IN THE BOATYARD



Once we'd prepared the topsides, the yard's paint man sprayed on a coat of LPU.

'buffing' wheel by 3M which is made to fit in a high-speed drill. This looks as if it's made of shreds of rubber and is far easier on the hands (although of course you'll be wearing gloves for this work) than the more common wire brush attachment. Take the extra step of mounting your drill in a bench vise and you have an instant buffing machine. It will easily

take care of surface corrosion (green, if it's bronze) or electrolysis (pinkish), and even in inexperienced hands, it's hard to cause unintentional damage.

A general guideline is that a child should be able to work the handle when you're done. When reinstalling, remember to use plumbers' cement or teflon tape on the threads, and remember to bond all thruhull fittings carefully. Many more fittings are damaged by electrolysis than corrosion.

Perhaps the most distasteful part of a major boatyard refit is dealing with the engine. *Dark Star* had a Perkins 4-108 diesel, a very common marine engine that suffered a very common marine malady: water had backed up into it through a faulty exhaust system years ago and it had been seized solid ever since.

Ours was an extreme case. In the case of an engine that runs — or at least turns over — consider a valve job or partial rebuild in the boat (which is still easier in the yard). Remember, however, that you can't bring in outside contractors to do any work for you — even if your brother is the world's best diesel mechanic — unless it's approved in advance by the yard.

Because our engine was in such bad shape, we had budgeted for a complete rebuild, with the knowledge that we could save several hundred dollars by removing and reinstalling the engine ourselves. Luckily for us, access to the engine compartment on the Union 36 is quite good. It actually took more time to tape protective cardboard over the teakwork in our companionway than it did to disconnect the shaft and remove the engine from its beds. Before that however, we carefully labelled all wires, fittings and fuel lines, and marked the position of the

motor mounts and any shims we found. Take it from one who knows, this step will save hours, if not days, when it comes to putting the engine back in.

We removed the engine from its beds via a lifting sling (a short length of chain

## WHAT IT COST

The do-it-yourself boatyard phase of our project wasn't cheap, but the total out-of-pocket expenses were about half of what we were quoted for a blister job alone. The following cost estimates do not include labor, but still represent a considerable savings over having all the work done for us. After all, if you don't have the time, you wouldn't be buying a 'project' anyway.

### Necessary

Haul out and wash	\$252
(@ \$7/ft. including relaunch and environmental surcharges)	
Storage (laydays, 4½ months)	1,800
Topside paint*	348
(spray job w/ Sterling LPU)	
Bottom paint* (2 gallons)	179
Epoxy barrier coat*	198
(two 1-gallon 'kits')	
Misc. supplies (approximate)	2,400
(includes all fairing compounds, solvents, replacement seacocks and fittings, hoses, clamps, wire, sandpaper and other abrasives, respirators, safety wear and assorted extra tools)	
Shaft/prop/etc. (Prop Shop)	250
<b>Subtotal</b>	<b>\$5,428</b>

### Recommended

Marine survey	252
(@ \$7 to \$8/ft. Almost considered a 'must'. In most cases, the surveyor who originally surveys your project either before or after you buy it will return at the completion of your yardwork, and update your original survey before you launch.)	
Insurance	600
(Yearly fee based on \$55,000 coverage. Upon completion and certification of a surveyor, we secured a 'port risk' policy. While optional, we feel it is one of the few times when insurance is a bargain. It'll also protect your 'investment'.)	
<b>Total</b>	<b>\$6,280</b>

\* wholesale prices. Add approx. 20% for retail.

attached to lifting rings designed for the purpose — refer to your particular engine's manual) and a 'come-along' strapped to a





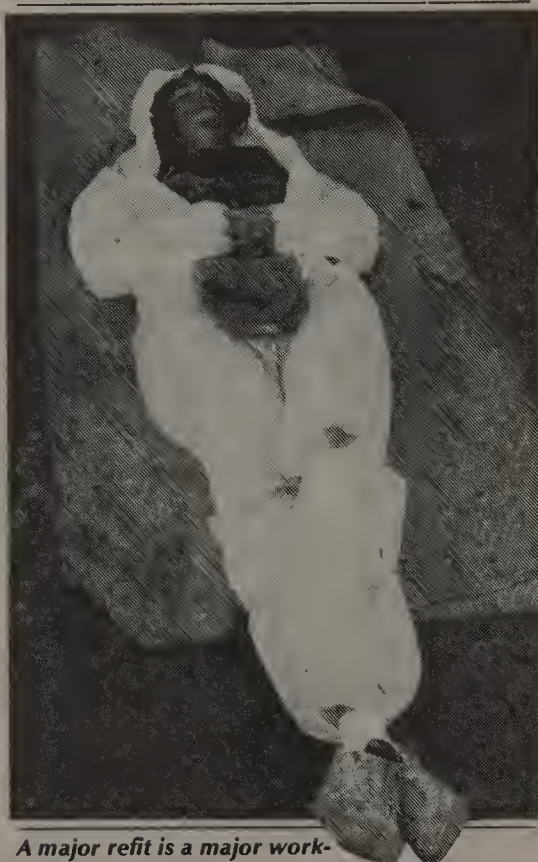
# DO-IT-YOURSELF REFIT

heavy 4X4 beam across the top of the companionway. Once the beast was positioned directly under the companionway, we moved the come-along up to the main boom, attaching it with a nylon sling (and positioning the main halyard right above to take some strain off the boom). We then found the 'balance point' of the engine — the point on the sling where the motor will remain more or less level when it's lifted. We marked this point (not always the middle) — and then we contracted the yard's mobile crane to do the final removal.

Most cruising sailboat booms can handle the weight of an auxiliary engine, but the danger inherent in a 700 or 800 pound motor dangling over the side of a boat in a boatyard far outweighs (no pun intended) the few bucks you'll save here. Have the yard crane do the final lift-out.

With the balance point marked, the companionway padded with cardboard, furniture pads and old cushions, and a tag-line attached to the engine to steady it in mid-air, removal from the boat took less than 15 minutes. The crane lifted it slowly to the level of the companionway steps, where we turned it around 180° so the transmission (rear) was facing forward to clear the hatch. Moments later it was resting securely in the bed of our pickup truck, ready for the trip to the shop. Since yard crane service can cost upwards of \$120 an hour or more, preparation is the key. Make certain that everything is ready to go before you hire the crane. Another plus: most of these cranes are geared very low and precise, so there are no jerky or sudden movements. This service is well worth the expense.

Once the engine is out, it's easy to get at the shaft, prop, stuffing box and cutlass bearing. If you're unfamiliar with these parts



A major refit is a major work-out. *Miri takes five.*

out. (Don't forget to plug the hole if you're going back in the water before the engine and shaft go back in the boat!) Although our shaft looked outwardly okay, a local prop shop found that it had a slight bend. After straightening and polishing the shaft, the shop cut a new keyway in it, installed a new shaft coupling, cutlass bearing, shaft packing and a hose for the stuffing box, with new stainless steel clamps throughout. Including polishing the prop, the total cost was less than we spent for the haulout.

In this case, it would probably have cost only \$60 to \$75 more for the yard to have done the removal. Although the focus of this article is certainly on doing it yourself, this is one example of a job that a yard can do so much more quickly and efficiently than most boat owners that it's probably worth writing into the contract from the get-go. I've seen

*Dark Star's* faded topsides. This is another job that's possible in the water, but much easier when the boat's out. There are two routes you can go here on a fiberglass hull: compounding (buffing out) and waxing or repainting. Most hulls, unless severely oxidized and/or crazed (which happens more to dark colors), can usually be brought back to a nice shine by compounding. A plus is that you can use the same sander/polisher that you did on the bottom. Just fit it with a wool or synthetic pad and go for it. There are a few tricks involved with bringing back a faded gelcoat — watching such a job being done will teach you a lot — but there's really no substitute for good old fashioned rubbing. Remember, though: no wet sanding!

Since *Dark Star's* hull was black and severely oxidized, it seemed like the time and effort involved in a long compounding/waxing job would be nearly as much as sanding the topsides in preparation for a spray paint job, which is what we decided to do. It took approximately 30 to 40 man (and woman) hours to prep the hull, which we did by making sequential passes with 120, 150 and 220-grit dry paper. The yard also allowed us to tape off the hull, contracting their painter for the LPU spray job only. As the old body shop adage goes, "a good paint job is 90% preparation", and doing it this way saved considerable time and expense. The one caveat: since you did the prep work, there's no guarantee on the finished product (which there would be if the yard did the whole job).

With almost everything below the waterline checked, serviced, epoxied and renewed, and a fresh coat of shining black LPU paint on the topsides, it was finally time for *Dark Star* to go back in the water. That's where we'd finish the remainder of her refit. There were still the acres of teak to refinish, the rig to check out, the rebuilt engine to put back in and some new canvas to put on. It was going to be a long winter.

In late November, after 4½ months in the yard, we relaunched the boat. As she sat in the water, we noted with irony that aside from the new topsides paint, the rest of the boat look almost exactly the same as when we'd first hauled out way back in July — almost everything we'd done was out of sight under the water or under the cabin sole.

But it was done.

Re-surveyed and now fully insured, we towed the boat back home to her Sausalito slip and began the second 'phase' of the project. We'll detail that in the next issue.

— **john skoriak**

***In inexperienced hands, using a disc sander on a fiberglass hull is like trying to cut butter with a chainsaw.***

or how to remove them, it's money well spent to have the yard do it. They have the special machines, pullers and associated equipment to do the job easily, and unless you need a new shaft, it's a small investment compared to the work involved.

On *Dark Star*, it was easy for us to remove the propeller and pull the entire shaft, coupling and all, forward (into the boat) and

do-it-yourselfers spend days removing cutlass bearings — and then several more days of work and expense repairing the chewed-up hull or damaged shaft! A big part of becoming a good do-it-yourselfer is learning to work smart as well as hard.

Last but not least, we decided to renew



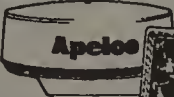

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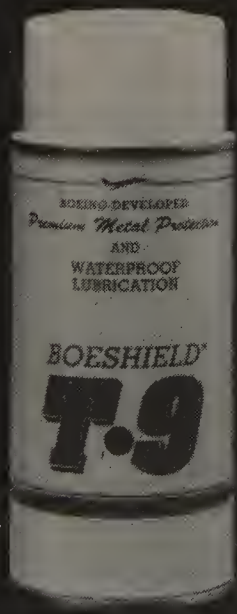
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# ENCINAL/SANTA BARBARA '93 — EVERYTHING. . .

"Sometimes I feel like I've been tied to the whipping post." — Allman Brothers

Tied to the whipping post, indeed. It's hard to say who got 'flogged' hardest in this year's wind-starved Encinal/Santa Barbara Race — candidates include the majority of the fleet (61 of the 89 boats, roughly two thirds of the fleet, DNFed); the two host yacht clubs, who got caught holding the bag for the ill-attended apres-race festivities; the Metropolitan YC, who lost their once-formidable Catalina Race mainly due to competition from this race; Bill Maudru, who lost his multihull *Defiance* and almost his life; Peter Hogg, who lost *Aotea's* rudder while clobbering the fleet; the crew of the Ericson 38 *Wild Type*, who finished last after a gruesome 96 hours on the course. . . The list goes on and on.

Enthusiasm and expectations ran high for the second running of Encinal YC's 274-mile supposedly downwind sprint to Santa Barbara, which no doubt amplified the disappointment everyone felt when the race fizzled. "Talk about the best laid plans of mice and men going astray — it was unbelievably frustrating!" lamented race co-chair Shirley Temming, herself a DNF casualty on Encinal Commodore John Hughes' CT 49 *Saoirse*. "The club covered all our bases, but we must have forgotten to pay our 'wind

*Blackjack's* Hal Nelson, the perennial main man behind the now-deceased Catalina Race, was duly impressed: "I can't say enough about this race — it's got a great future! It's too bad about the wind this year, but that's all part of ocean racing."

And despite the high number of dropouts, there were plenty of good things about this year's race: attendance zoomed from 38 boats last year to a record 89 this time; Dave Sallows shaved six hours off the existing course record with his new-to-him SC 50 *Dolphin Dance*; everyone got in a glorious night of moonlit surfing before the wind crapped out; and — get this! — legendary bluesman Gregg Allman appeared out of nowhere to jam with the band at Santa Barbara YC's post-race party.

Nine divisions (IMS, Express 27s, Express 37s, CRUZ and MORA were subsets inside larger divisions) got underway at 2 p.m. on Saturday, July 3, from the Baker's Beach starting line. Little jibs and foul weather gear were the fashion as the fleet



jibe in 15-20 knots of wind from the northwest. Conditions were textbook-perfect: you could have read a book by the full moon, the seas were orderly and relatively flat, and crews were fighting for helm time.

Aboard *Aotea*, three veteran multihullers (Peter Hogg, Jim Antrim and Kame Richards) and one wide-eyed keelboat sailor (this reporter), were enjoying the ride of a lifetime. Between 1 and 4 a.m., we averaged 17 knots over the bottom, often bursting up into the low 20s. At those speeds, you quickly internalize the two cardinal rules of big-boat multihulling: 1) don't fall off, and 2) don't break the boat.

We were soaked. Green water washed over the cabin 'pod' and punched up at us through the trampoline as we overtook wave after wave. But sleep, hot food, coffee — the 'normal' staples of keelboat distance racing — were forgotten: we were wired on adrenaline, plus we harbored secret visions of eating a late lunch at the Santa Barbara YC that afternoon. Aside from one mildly thrilling 'nosestand', courtesy of Jim ("I was looking down at the speedo, going for the record," he confessed), we were in perfect control. Heck, they even let the rookie stay in the steering rotation!

Mom and Pop would have found the *Aotea* experience completely unnerving, but all on board were smiling ear to ear. We'd ripped the working jib and the small kite, but our light air weapons — the genoa and the big kite — were intact for the approach to



*Hogg Heaven: 'Aotea' idling along at 12 knots. Later, when it got windy, the real fun started.*

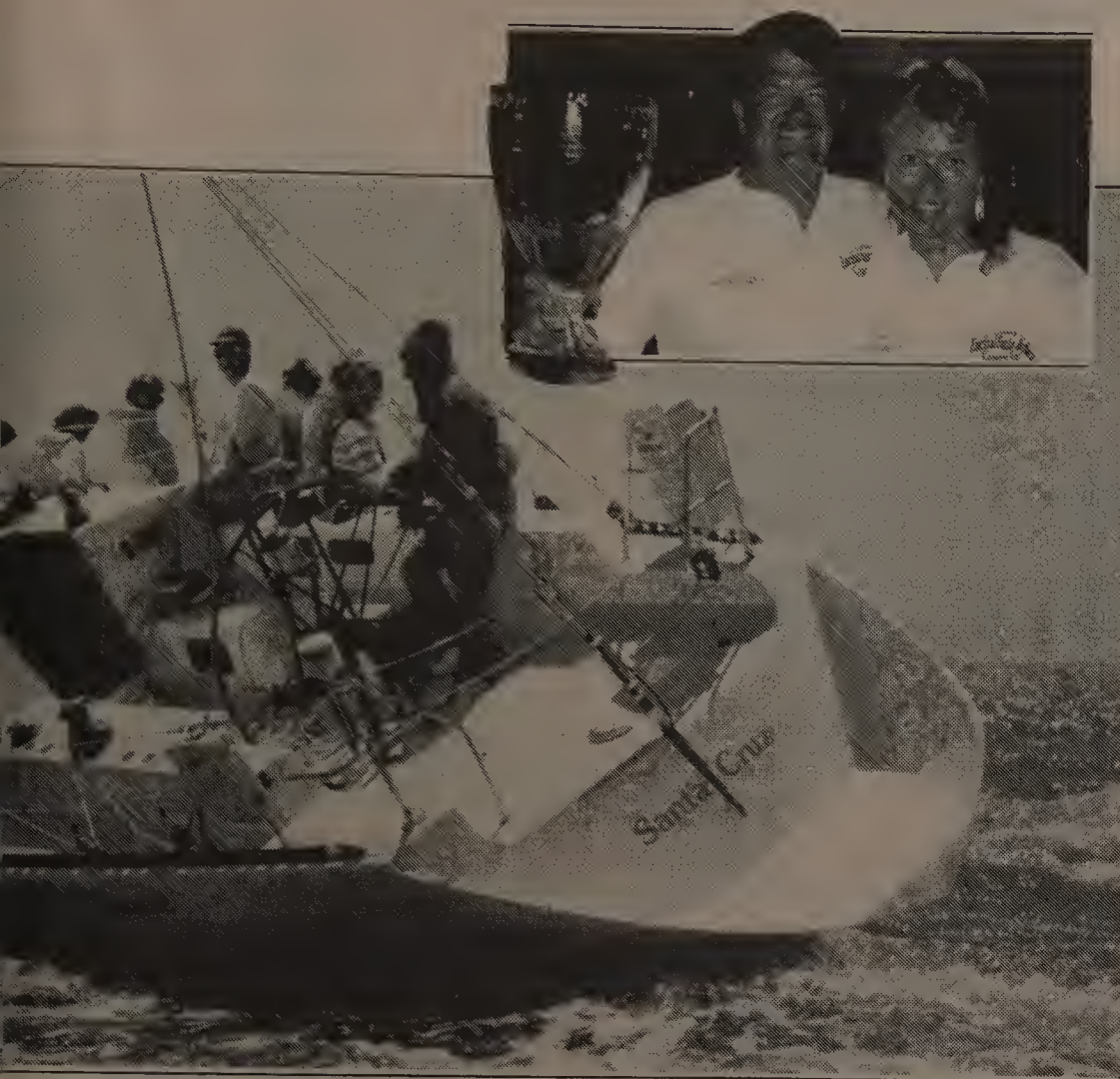
insurance' premium!"

In fairness, Encinal YC did a terrific job of promoting and managing the race. Even

beat out around Seal Rock in a 15-knot southwesterly. The wind slowly clocked and dropped off as the afternoon wore on, necessitating shifting up to #1s. Kites were hoisted around dinnertime, and by nightfall the fleet was jamming along on starboard

LATITUDE/ROB





CHUCK SAUNDERS PHOTOGRAPHY/INSET, BERNARD SLABECK

The SC 50 'Dolphin Dance' swept the 89-boat fleet. Inset, owner Dave Sallows and friend Chris Stockel toast their good fortune.

the finish. Just before 4 a.m., we jibed back out into starboard, feeling the wind was lightening up on the inside. The GPS had us

south of San Luis Obispo, about 50 miles offshore and 110 miles from the finish after just 14 hours on the race course. Ten minutes later, while blasting along in the high teens, we violated Rule #2: inexplicably, the aluminum rudder post snapped in half.

Using a weighted-down blue West Marine 'space case' as a drogue, it took the next 15 hours to hobble into Morro Bay. On the way in, we consoled ourselves by reading Cam Lewis's incredible *Sailing World* article about *Commodore Explorer's* wild 80-day circumnavigation — and we thought we were tough! Only upon our arrival at the ever-friendly Morro Bay YC did we learn about *Defiance's* problems (see sidebar).

With both big multis knocked out of the race, line honors were up for grabs. After 36 hours, 5 minutes and 42 seconds on the race course, *Dolphin Dance* finally crossed the line at 2:10 a.m. on Monday morning. Skipper Dave Sallows hailed the escort vessel to ask how many boats had finished in front of them; upon learning they were first, the 8-person crew let out a whoop that woke up half the town. "The only thing wrong with our finish was that all the bars were closed!" claimed Dave, who ran a dry ship.

Sallows, the English-born president of a Silicon Valley semi-conductor business, was justifiably elated with his fine finish. Not only had they beaten three faster monohulls (a pair of Mac 65s and the plush new SC 52 *Pressure Cooker*), they corrected out by miles over the fleet. Making the horizon job even sweeter was the fact that Dave had just purchased *Dolphin Dance* a month earlier and was sailing it in his first race. Not that he and his crew ('significant other' Chris Stockel,

## CHEATING THE GRIM REAPER — THE DEFIANCE CAPSIZE

"I had accepted the fact that I was going to die," said Woodside's Bill Maudru, as he related the chilling — literally and figuratively — details of *Defiance's* capsize at 1 a.m. on July 4th. "I'd been in the water about an hour, held up by a horseshoe buoy tied to the stern of the boat. I was very cold, drifting in and out of consciousness. . . I'm pretty sure I saw *Pressure Cooker* or some other race boat go by half a mile away, but then I imagined I was being rescued by a power boat that obviously wasn't there. I remember being visited (in my mind) by my wife and kids — it's absolutely true that you see your life go by' as you start to check out. Actually, it was quite peaceful."

That *Defiance*, a three-year-old homebuilt Cross 46 custom trimaran, flipped was pure bad luck — but everything else that happened that night was incredibly lucky. Bill and crewman Vic Thierry (F-24 *Wild Thing*) were on watch when the accident occurred; veteran SoCal multihullers Bob Dixon and Mike Kane, who'd been together when *Cru-*

sader sank at Cape Horn in the early '80s, were sleeping down below. *Defiance* was about 30 miles off Pt. Sur, running under the big kite at speeds between 16 and 21 knots. "It was exhilarating; some of the prettiest night sailing I've ever done," said Maudru, a 54-year-old businessman. "We were pushing hard, but we were in perfect control even as the wind picked up into the 20s. I was just beginning to think about setting the boat up differently. . ."

The shit hit the fan a minute or two later. A rogue wave and a sudden blast of wind hit the boat, causing the leeward ama and main hull to dive halfway under water, cavitating the rudder. As the boat 'stood on its nose' — with the main held tight by a preventer and the spinnaker sheet effectively cleated (the lazy guy had been tied off) — a second, even steeper wave pushed the boat slowly over at a 45° angle, the classic pitchpole/broach. "It was entirely our own fault — plain and simple 'operator error,'" admitted Bill.

As the boat capsized, Vic lunged into the

cockpit, where he knew there'd be an air pocket. Subsequently, he groped his way into the main salon, joining Bob and Mike in the eerie darkness. Bill, who had been driving, dove away as *Defiance* completed her roll, surfacing outside the boat in the 51° water. He swam around furiously looking for Vic ("I thought I'd killed him"), expending much energy. Attempts to clamber over the stern as the boat bucked up and down led to a heavy whack on the skull and seriously strained tendons in his groin. Fortunately, the horseshoe ring had fallen out of its bracket and Maudru tied himself into it. "In my panic, I never considered letting go of the buoy and swimming to the front of the boat, where the trampolines are much lower," said Bill. "I can't explain that; obviously I wasn't entirely rational by then."

Meanwhile, things weren't much better in the upside-down world below. Unlike most modern multihulls, *Defiance* doesn't have an emergency exit hatch, and swimming out of the companionway isn't a good option — it's



# ENCINAL/SANTA BARBARA '93 —



JIM BACON

The insatiable George Neill, left, and his 'Blitz' buddies outlasted the Express 37 fleet.

Leanne Burr, Bob Jehle, Bob McIntire, Glen Garfen, John West and Bernard Slabeck) didn't have plenty of experience, much of it gathered on Sallows' previous boat, the Beneteau 42 *Maluhai*, and on Pacific Cups.

"We stayed really focused — no booze, no smoking, no music," said Dave. "It was a total team effort, with everyone sharing the driving. We didn't make any mistakes, other than tearing the .75-ounce on a takedown, and we obviously found the right way to go."

While *Dolphin Dance* had gone down the rhumbline staying just four miles off the points, Jeff Chandler's second place finisher *Pressure Cooker* went 40-60 miles offshore, finding good wind until they approached the Santa Barbara Channel. That's apparently

where *Dolphin Dance* snuck by on the inside, beating them across the line by 1 hour and 19 minutes. Like *Dolphin Dance*, the 'Cooker' crew was strictly amateur. Boat manager John Shampain was downright gleeful about it: "The 'pros' all bailed for the TransPac — anyway we had a lot more fun without them!"

Six other boats trickled into Santa Barbara late Monday evening before the wind shut off: in order, they were *Marilyn*,

*Blackjack*, *Phantom*, *Titan*, *Red Hawk* and *X-Dream*. Multihulls were the hot topic at the yacht club bar that night, with more than a few well-known sailors cursing them. Chris Corlett, part of Monroe Wingate's J/44 *Marilyn* crew, was particularly incensed, "Let's ban these @\*#%&! things from racing with monohulls! We got two hours of redress for helping *Defiance*, and it cost us winning the race. We lost the wind in the process, while the other two big boats stayed in it. I think the whole thing sucked!"

If it was any consolation, *Marilyn* won the IMS class (and ended up third overall in PHRF). Monroe's hot crew — better suited for a TransPac than a coastal race? — also included Norman Davant, Billy Brandt, Alan Prussia, Glenn Hansen and Art Bowman.

Meanwhile, back on the race track, zephyrs were coming from all quadrants — but mainly on the nose. The pancake-like conditions were good for little besides catching up on sleep and whale watching. Almost every boat reported seeing whales,

CHUCK SAUNDERS



'Defiance' moments after the start — disaster struck eleven hours later.

## CAPSIZING, CONT'D

too far to go, with too many lines to get tangled in. Dixon, clearly the hero of the situation, determined that the best way out (to rescue Bill, who they prayed was still out there somewhere) was to chop a hole through the 3/8-inch WEST-system hull. After half an hour of bashing — first with an oar, then an anchor — the crew emerged from inside.

Dixon wasted no time diving into the water to get Bill, who was semi-conscious and incoherent by now. The crew got Maudru onboard and down below, wrapping him in a sleeping bag. They took turns watching and rubbing Bill, all the while talking to him so he wouldn't fall asleep. Simultaneously, they lit up the sky — after all, it was the Fourth of July — with every flare they had. *Marilyn*, *Phantom*, *Scorpio*, *Dynamo* and a few others responded quickly, and a Coast Guard helicopter was dispatched from Monterey.

As they waited, Maudru was stuffed into a survival suit that *Dynamo* tossed over in

the abating seas conditions. At 4:45 a.m., the four crewmen were airlifted off one at a time — apparently the G-forces make it a real 'E-ticket' ride — and then rushed to the hospital for observation. Doctors figured, based on Maudru's 'core temperature', that he'd come within 10 minutes of the Big Sleep. "Dixon and I went back to my house and drank bourbon for two straight days to decompress," admitted Bill. "Basically, I owe my life to him. I also want to thank all the sailors who stood by us that night, as well as the really great people on the helicopter and at the hospital."

As we went to press, Bill still hadn't recovered *Defiance*. It's been spotted half a dozen times, first 60 miles north of where it augured in, and most lately down by the

Channel Islands. The rig is intact and the sails are still sheeted in. "We're pretty sure we've got the West Coast record for most upside down multihull miles," jokes Maudru. The boat has meandered with the current down to where it'll turn right for Hawaii (and oblivion) soon, just as *Pandemonium* did in '89. "Next week may be our last shot at getting her back," figured Bill.

What's next for Maudru? "I'll be back, either with *Defiance* or another multihull," he claimed. "But I'll wait for the nightmares to fade away. Every night — if I sleep at all — I have the same dream about the boat going over. I wake up in a sweat, and then lie there thinking about the things I should have done differently — and of how lucky I am to be alive."



# EVERYTHING BUT WIND



A dejected Jim Antrim 'steers' the wounded 'Aotea' towards Morro Bay. The tiller flops uselessly at his feet.

and Bob Neal's Jeanneau 30 Movin' On actually got in a tacking duel with a pod of adolescents. "We'd tack away from them, but they kept covering us!" reported Bob. "They seemed really curious, coming 20-30 yards away. It was kind of fun!"

Eventually, however, the fun factor wore off as the slow race began to take its toll on people's sanity, food and water supplies, and work schedules (lots of crews had to be back in the office on Tuesday). "We'd been tacking back and forth going nowhere," said Tony Trutner of the Tartan 41 Regardless. "The final straw was when we were down to two knots aimed at Hawaii." They motored into Monterey, picking up the fuel-less Warwhoop for the last 40 miles.

Up and down the coast, the race was turning into a 'pop' quiz in fuel management. While some boats needed tows into the nearest gas station, others — primarily in the motor allowance classes — made it back to San Francisco Bay in a straight shot. Probably a dozen boats motored down to Santa Barbara, most because they were going cruising in the Channel Islands anyway. The majority, however, headed for Morro Bay or Monterey, topped off their fuel and beer reserves, and redlined it north with skeleton crews before the winds picked up again.

One of the benefits of coastal racing, as opposed to the TransPac, is the close proximity of harbors when the unexpected — such as the hole that stretched from Sur to Arguello — occurs. According to race co-chairman Rich Pipkin, "The people that benefitted the most were the ones who motored into Monterey, partied at the yacht club there, then drove down to Morro Bay to

## 1993 Encinal/Santa Barbara Race

Class	Yacht	Type	Owner/Skipper	Yacht Club	Corr. Time
<b>A-MULTIHULLS</b>					
—	Aotea	Antrim 40	Peter Hogg	Corinthian	DNF
—	Bad Boy	F-27	Mike Green	Encinal	DNF
—	Defiance	Cross 46R	Bill Maudru	Sierra Point	DNF
—	Dynamo Hum	F-27	John Walton	Cortez Racing	DNF
—	Second Tri	Telstar 8M	Joe Siudzinski	BAMA	DNF
<b>B-PCR 79 or Less</b>					
1	Dolphin Dance	SC 50	Dave Sallows	Encinal	34:43:30
2	Pressure Cooker	SC 52	Jeffery Chandler	San Diego	37:24:44
3	Marilyn	J/44	Monroe Wingate	St. Francis	47:25:28
4	Phantom	J/44	Jack Clapper	St. Francis	48:24:16
5	Red Hawk	Olson 40	Lou Pambianco	Santa Cruz	49:17:21
6	X-Dream	X-119	Steen Moller	Tiburon	50:09:41
7	Blackjack	MacGregor 65	John Townsend	None	50:53:00
8	Titan	MacGregor 65	John Cooper	None	52:00:25
9	Bodacious	Farr 40	B. Tosse/J. Clauser	Berk/Richmond	59:41:04
10	Scorpio	Wylie 42	Lon Price	Richmond	60:37:17
11	Mystical Creampuffs	Beneteau 4515	John Linneman	Encinal	63:04:52
—	Bear	Frers 46	Adam McAfee	Tiburon	DNF
<b>C-PCR 80-102</b>					
1	Tsirix	Olson 29	Dan Nitake	Santa Cruz	57:54:49
2	Oeno	J/105	Tony Soter	None	60:03:10
3	Blitz	Express 37	George Neill	Richmond	60:28:15
4	Spirit	Express 37	Andy Rothman	Richmond	61:52:21
5	My Rubber Ducky	Hobie 33	Lee Garami	San Jose	69:25:20
—	Addiction	Olson 30	Terry Martin	Santa Cruz	DNF
—	Blade Runner	Express 37	Mick Shlens	Cabrillo Beach	DNF
—	Friday Harbor	J/35	Ryle Radke	San Francisco	DNF
—	GU	Express 37	Rico Venables	South Beach	DNF
—	Jarlen	J/35	Bob Bloom	Encinal	DNF
—	Midnight Express	J/105	Alan Bray	Encinal	DNF
—	Rocinante	Beneteau 42	Alex Malaccorto	Richmond	DNF
—	Silthergadee	J/35	John Niesley	St. Francis	DNF
<b>CRUZ (motor allowance)</b>					
—	Seascope	Ericson 32	Lew Tanenbaum	Sausalito	DNF
—	Tsunami	CT 49	Robert Marshall	Encinal	DNF
—	Walkabout	Newport 30	Tom Gaines	Island	DNF
—	Windscope	Islander	Lee & Claudia Series	Island	DNF
—	X-To-Sea	Seafarer 30	Rodger Goodsell	Encinal	DNF
<b>D-PCR 103-126</b>					
1	Culebra	Olson 34	Craig Riley	Encinal	58:03:49
2	Condor	C&C 40 Mk II	Mario Supulveda	Encinal	59:17:03
3	Cabaret	SJ 35	Bill Kelth	Encinal	65:37:57
—	Dance Away	Santana 35	Mary Swift	Encinal	DNF
—	La Cavale	Beneteau 1375	Cliff Donoho	Corinthian	DNF
—	Radical Move	Hunter 37.5	Bob Cunico/Jerry Keefe	Richmond	DNF
—	Rooster Cogburn	Ericson 36	Don Durant/John Dahle	Club Nautique	DNF
—	Saorse	CT 49	John & Betsy Hughes	Encinal	DNF
—	Spectra	Columbia 45	Harold Wright	Sequoia	DNF
—	Wildthing	Express 27	Phil Myers	Santa Cruz	DNF
<b>E-PCR 127-156</b>					
1	Cheyenne	Wylie 34	James Fryer	SSS	62:32:08
—	Anlara	Swan 38	Eric Schou	San Francisco	DNF
—	Arcturus	Pretorian 35	Bruce Morden	None	DNF
—	Fast Forward	Catalina 36	Jim Anton	Benicia	DNF
—	Flying Colors	Moore 24	Peter MacLaird	Sausalito	DNF
—	Juggernaut	Islander 36	Bill Parks	Encinal	DNF
—	Scoop	Wylie 34	Mike Clarke	Encinal	DNF
—	Sea Otter	Cal 39 Mk II	Klaus Kutz	Encinal	DNF
—	Takeoff	Laser 28	J.R. Byrne	Encinal	DNF
—	Warwhoop	Contessa 33	Chuck Hooper/S. Nissen	Benicia	DNF
—	Wind Chaser	Ericson 35 Mk III	Patti & Dick Cranor	Alameda	DNF
<b>EXPRESS 27</b>					
1	Frog-in-French	Express 27	Kim Desenberg	Richmond	68:48:25
2	Salty Hotel	Express 27	Mark Haiman	Richmond	69:53:44
3	Curses!	Express 27	Tim Descamps	None	94:20:00
—	Hurricane	Express 27	Jon Bamer	Cal Sailing	DNF
—	Wildthing	Express 27	Phil Myers	Santa Cruz	DNF
<b>EXPRESS 37</b>					
1	Blitz	Express 37	George Neill	Richmond	67:09:41
2	Spirit	Express 37	Andy Rothman	Richmond	68:33:47
—	Bladerunner	Express 37	Mick Shlens	Cabrillo Beach	DNF
—	Espresso	Express 37	Steve Saperstein	Encinal	DNF
—	GU	Express 37	Rico Venables	South Beach	DNF
<b>F-PCR 157-222</b>					
—	Fat Cat	Catalina 30	Seth Bailey	Encinal	DNF
—	Lil' Bandit	Wilderness 21	David Jefferson	Ballena Bay	DNF



# ENCINAL/SANTA BARBARA '93

'check on their friends' — yeah, right! — where they partied for a few more hours at the club there. Then, they came down to Santa Barbara to join the Tuesday night party. It was a rough circuit, but some folks actually did it!" Apparently, one of the keys to pulling it off was carrying a cellular phone on board, an increasingly popular trend in overnight races.

A unique feature of the race was that it lacked a time limit — any boat that was having fun could stay out there as long as they liked. Those finishing after 6 p.m. on Tuesday — when the awards ceremony/boogeyfest started — could take their own time and submit it to the race committee. Surprisingly, two diehard boats actually did just this, the aptly-named *Curses!* and *Wild Type*. The latter, Chris Conner and John Pohle's Ericson 38, was last to finish at 3 p.m. on Wednesday. They spent 96 hours on the course, averaging a torpid 2.85 knots. But guess what? This tenacious group was awarded the first place trophy in Non-Spinnaker 'A'. Conner shrugged it off, "We had lots of good food and were having fun, so we just hung in there."

Other winning efforts were mounted by

Class	Yacht	Type	Owner/Skipper	Yacht Club	Corr. Time
<b>F-PCR 157-222 (cont'd)</b>					
—	<i>Movin On</i>	Jeanneau 30	Bob Neal	Benicia	DNF
—	<i>Nicole</i>	Orion 34	Jim Dupuis	Encinal	DNF
—	<i>Perpetual Motion</i>	Cal 31	Noble Brown	Benicia	DNF
—	<i>Trey Shay</i>	Catalina 30	John Jacobs	Island	DNF
<b>IMS</b>					
1	<i>Marilyn</i>	J/44	Monroe Wingate	St. Francis	37:28:39
2	<i>Phantom</i>	J/44	Jack Clapper	St. Francis	38:03:39
3	<i>X-Dream</i>	X-119	Steen Moller	Tiburon	38:45:57
4	<i>Red Hawk</i>	Olson 40	Lou Pambianco	Santa Cruz	39:23:47
5	<i>Razzberries</i>	Olson 34	Bruce Nesbit	Richmond	43:13:55
6	<i>Cabaret</i>	SJ 35	Bill Keith	Encinal	46:59:36
7	<i>Scorpio</i>	Wylie 42	Lon Price	Richmond	47:48:59
—	<i>Jarlen</i>	J/35	Robert Bloom	Encinal	DNF
<b>MORA</b>					
1	<i>Tsiris</i>	Olson 29	Dan Nitake	Santa Cruz	65:15:37
2	<i>Frog-in-French</i>	Express 27	Kim Desenberg	Richmond	66:07:43
3	<i>Roadhouse Blues</i>	Hawkfarm 28	B. Boshma/T. Bentsen	Richmond	68:04:51
4	<i>Red Stripe</i>	Sonoma 30	Melinda Erkelens	Richmond	69:27:39
5	<i>Bloom County</i>	Mancebo 31	Carl & Mark Ondry	Sequoia	71:15:00
—	<i>Addiction</i>	Olson 30	Terry Martin	Santa Cruz	DNF
—	<i>Culo Bagnato</i>	Cal 20	Mike & Linda Warren	Cal Sailing	DNF
—	<i>Flying Colors</i>	Moore 24	Peter MacLaird	Sausalito	DNF
—	<i>Freewind</i>	Cal 9.2	Don & Betty Lessley	Richmond	DNF
—	<i>Sparrowhawk</i>	Moore 24	Roger Heath	Richmond	DNF
—	<i>Takeoff</i>	Laser 28	Ron Byrne	Encinal	DNF
<b>NON-SPINNAKER A</b>					
1	<i>Wild Type</i>	Ericson 38	Chris Conner/John Pohle	None	94:55:34
—	<i>Chardonnay</i>	Peterson 44	Paul Rasmussen	Encinal	DNF
—	<i>Finale II</i>	Sabre 42	Alex Finlay	Encinal	DNF
—	<i>Flying High</i>	C&C Landfall 39	James Neef	Ballena Bay	DNF
—	<i>Forever Yours</i>	Nordic 44	Tim Modders	Alameda	DNF
—	<i>Regardless</i>	Tartan 41	Herman Trutner	Island	DNF
—	<i>Wild Goose</i>	Nordic 40	Rodger Chrisman	San Francisco	DNF
<b>NON-SPINNAKER B</b>					
—	<i>Circe</i>	Morgan 44	Don Engle	None	DNF
—	<i>Dream On</i>	Hunter 37	Lawrence Hoffman	Encinal	DNF
—	<i>Fast Lucy</i>	Nonsuch 36	Mal Jendresen	Sausalito	DNF
—	<i>Happy Trails</i>	Valiant 40	David Bennett	Alameda	DNF
—	<i>Nan Sea</i>	Islander 30 MkII	David Hilstrom	Encinal	DNF
—	<i>Sails Force</i>	Morgan Ol 41	Robert Barton	None	DNF
—	<i>Wave Walker</i>	Ericson 38	Myron Eisenzimmer	San Francisco	DNF
—	<i>Zingara</i>	Islander 36	David Scardigli	Coyote Point	DNF

find a last minute replacement for their fourth person. "Being light worked to our advantage," acknowledged Nitake. Finishing second to *Tsiris* in MORA and first in the Express 27 one design fleet was *Frog-In-French*, staffed by two couples, owners Bruce and Sharon Wright, and Kim Desenberg and Chris Peterson. "We had a sloooooow trip, but we had to go on — our truck and trailer were already in Santa Barbara," said Kim. "We'd been working on Sharon for a year to get her to go with us on this race. Now she's convinced we're nuts!"

George Neill and his buddies (Joe Guthrie, Jim Bacon, Tom Barnhill, Bob Cram and Sue Ballinger) took the Express 37 trophy. Neill, a terminal race addict, then sailed *Blitz* in the Wednesday Santa Barbara beer can race, taking fourth, and a few days later he entered a doublehanded race while passing through Santa Cruz. "I love to race," claimed George, "I can't get enough!"

Taking a clean sweep ("first, last and only") in PCR-E was the Wylie 34 *Cheyenne*. Owner James Fryer "experimented" with the crew make-up, electing to take a trio of singlehanded sailing buddies: George Kiskaddon, Ed Ruszel and Peter Jones. "Contrary to what people predicted, we actually did talk to each other," joked Fryer. "In fact,

we yakked the whole way down. We finished with four hours to spare before the party — no problem!"

Craig and Carol Riley's Olson 34 *Culebra* led a 1-2-3 sweep by Encinal YC boats in PCR-D. Their experienced crew included Linda Newland, Tom Vance and Kurt Jordan. Trophies weren't even given out in four divisions, and lots of second and third ones also went unclaimed. Fortunately, the Encinal YC can 'recycle' the trophies for next time.

Speaking of next year, we figure the already-successful Encinal/Santa Barbara Race is on the threshold of going 'bigtime' — especially if the ULDB 70s join the fun. In fact, we'll go on record with the following predictions: the number of boats will top 120, there will be much better wind, and *Dolphin Dance*'s new course record will be broken by several hours. Our crystal ball also sees several more one design classes, some multihulls actually finishing for a change, and a jam-packed killer of a post-race party.

"If you thought Gregg Allman was great," said Pipkin, "just wait until next year — we're gonna bring back Elvis!"

— latitude/rkm

Gregg Allman, with admirer, provided an unexpected musical treat at the post-race party.





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# MEXICO OR THE CARIBBEAN?

A full year in Mexico or continue down through the Canal and up to the Eastern Caribbean? That's the pleasant dilemma faced by a lot of cruisers their first time out.

Having had one boat in Mexican waters for four winters and another in the Carib-

significant difference.

**2. The people of Mexico are extremely friendly; much more so than in**

*If you can sail the Caribbean from late December through early February, you can sail anywhere in the tropics with confidence.*

bean for six full years, humor us when we say we think we've identified a half dozen or so significant differences between these two extremely popular cruising areas. Having only recently brought a boat from the Caribbean and up the coast of Mexico, these differences are fresh in our minds.

So here goes. In our humble opinion, the differences, in descending order of importance, are as follows:

**1. Cruiser camaraderie in Mexico is probably the best in the world.** Just about everyone with a sailboat in Mexico is a fellow cruiser sharing a common experi-

**the Caribbean.** You have to search far and wide to find a Mexican who won't match your smile and chat. Mexicans are also great at helping others out — and from the goodness of their hearts rather than the expectation of compensation. Unlike the United States, where we have everything but can't stop whining, Mexicans have very little and rarely complain. This is the main reason that many people who've done circumnavigations still regard Mexico as their favorite cruising destination.

There are a lot of good folks in the Caribbean, too, but you don't get the universal feeling of warmth that you do in Mexico.

*Generally speaking, Mexico cruising is best known for its great anchorages, friendly people, calm conditions and cruiser camaraderie. . .*



ence. In the Caribbean, 75% of the boats are charterboats, whose current occupants will be back in New York snarling at one another the following Tuesday.

Since the people you meet are perhaps the greatest reward of cruising, this is a

Unfortunately, there are also too many places in the Caribbean where animosity, if not outright hostility, bubbles just beneath the surface. Economic disparity and racial tensions — the latter probably caused in part by the former — are the two big causes. You

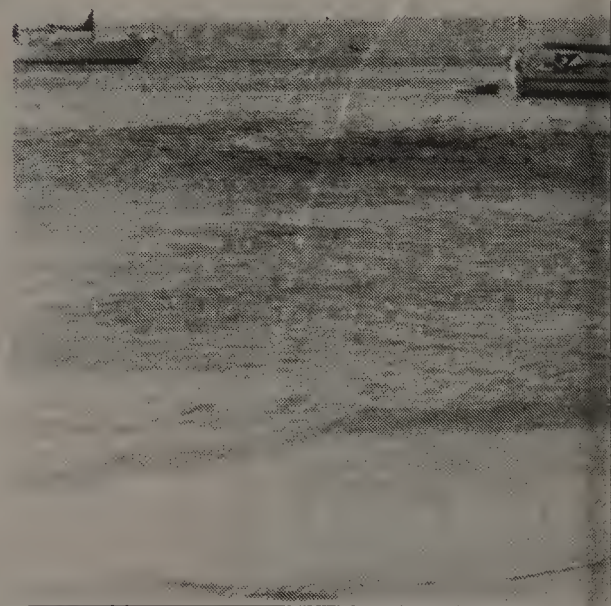
find the least animosity in the French islands, which perhaps not surprisingly are the most prosperous and integrated.

**3. The wind blows in the Caribbean; it doesn't in Mexico.** The calm conditions and flat water that are so familiar to Mexican cruisers simply don't exist in the Caribbean, where the trades are perhaps the most consistent in the world. It blows 25 knots in the winter more often than not, and comes complete with a generous swell. If you can sail the Caribbean from late December through early February, you can sail anywhere in the tropics with confidence. The Caribbean's typically lighter breezes of summer — 10 to 15 knots — would qualify as rip-snorters most of the time in Mexico.

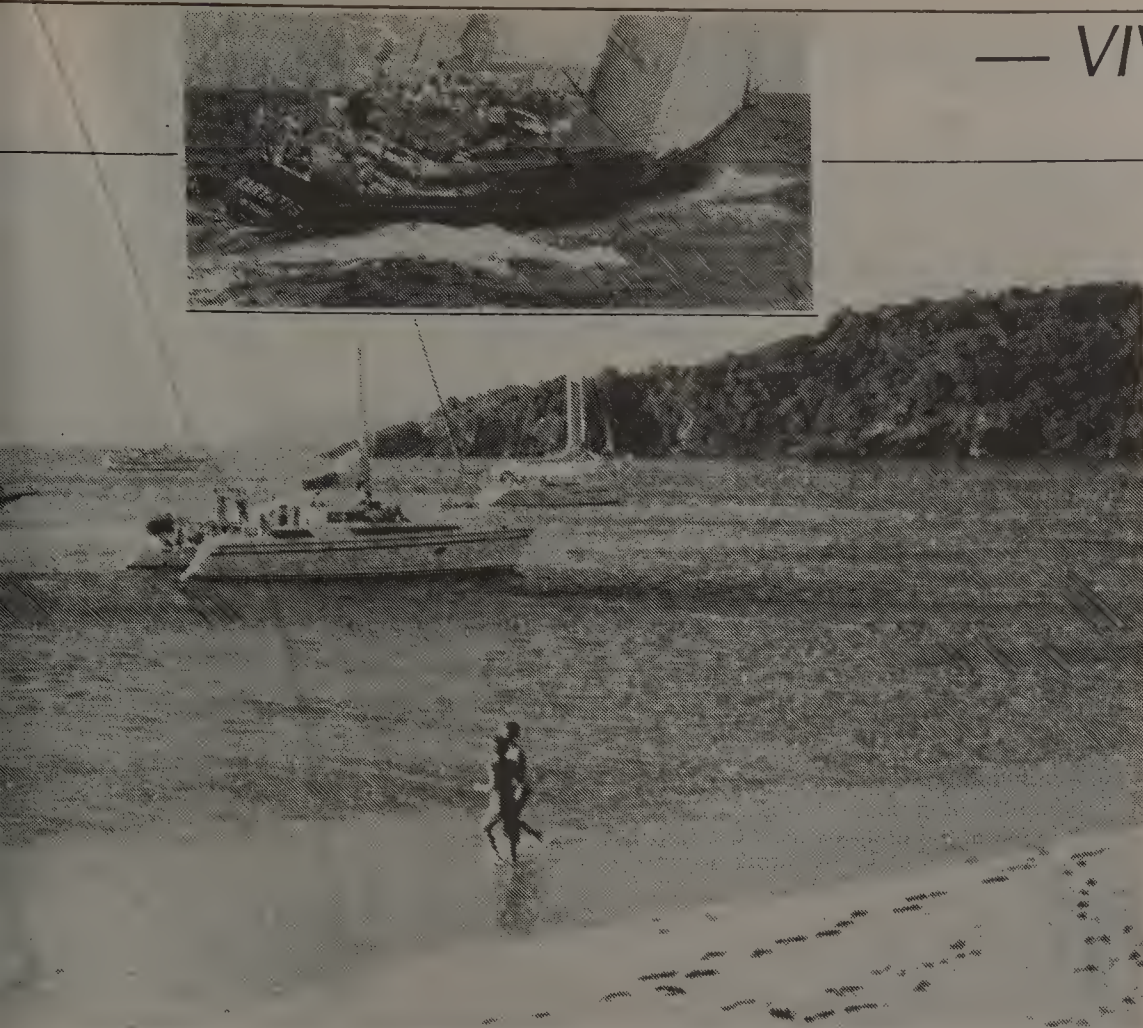
If you cruise Mexico without light air sails and big fuel tanks, you need to have your head — and sail inventory — examined.

**4. The Caribbean is unsurpassed for water clarity and superb beaches.** The International Society of Clear Water Connoisseurs' test for water clarity is as follows: If you can't see the shadow of your boat in 15 feet of water during a full moon, the water is filthy. As such, the entire coast of mainland Mexico, subject to the pounding of ocean swells, fails to make the grade. Mexican beaches, which primarily feature pebbly brown sand, aren't much better.

In the Caribbean it's hard to find water that isn't something between vodka clear and Tidy Bowl blue. And there are, without exaggeration, literally hundreds of white sand beaches that are as good as if not far superior to Cabo San Lucas, Mexico's best. Antigua alone boasts of having 365 beaches







... while the Caribbean can boast of endless beaches, clear water, fabulous sailing and crowded charter boats.

— one for every day of the year.

The Sea of Cortez notwithstanding, the Caribbean is the only option for clear water and superb beaches. The danger, of course, is that it becomes nearly impossible to ever find such good water and beaches again.

**5. Caribbean anchorages are closer together than those in Mexico.** Twenty-five miles is a long way between countries in the Caribbean, let alone anchorages. In Mexico, however, it's not unusual to have to travel long distances between even mediocre anchorages. The 100-mile stretch between Acapulco and Z-town is hopeless, and the 150-miles between Z-town and Manzanillo is even worse.

There are two places in Mexico where good anchorages are 'Caribbean close': between La Paz and Puerto Escondido, and between Puerto Vallarta and Manzanillo. But even these can't compare to the Caribbean,

are readily available and reasonably priced in Mexico, whereas they're hard to find and expensive in the Caribbean. The same is true with meat, poultry and fish.

If you want good food in the Caribbean, you have two options: find a shack whose owner has a gift with *rotis*, or turn your bank account over to a chef on a French island who has all his ingredients flown in from Paris.

The only category of consumable goods in which the Caribbean excels is rum.

**7. Mexicans work like crazy.** Everybody works in Mexico, from the guy who trudges through a restaurant hoping to sell three peanuts, to an 8-year-old kid singing his heart out on the street to earn a few pesos. Many Mexicans discourage giving alms in the belief that it encourages laziness.

In the Caribbean, *limin'* is a way of life and the work ethic hardly has a pulse. Hundreds of men and women trawl the beaches of Mexico each day trying to sell the same hot and heavy Mexican blankets, knowing

**Americans have everything and can't stop whining. Mexicans have little and rarely complain.**

where the anchorages are not only much better, they're much closer together.

**6. Mexico's got better and cheaper food.** Need we say more than 'fish tacos'?

More than anything else, it's a matter of ingredients. Fresh produce and vegetables

full well that 99 out of 100 people will turn them down. You'll never see such enterprise or dedication in the Caribbean. We're not making a moral judgment, we're just telling it like it is.

**8) When the cruising season is over**

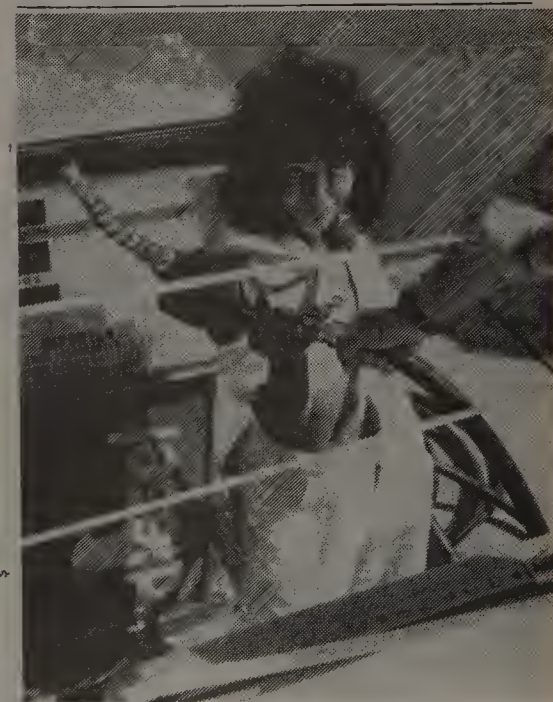
**in Mexico, it's really over.** The first week in June, we saw one active cruising boat in Acapulco, two in Z-town and none at Las Hadas. There are about 100 boats spending the summer in the marina at Marina Vallarta, but it was so quiet it was spooky.

On the other hand, despite the occasional hurricane, the Caribbean remains a very active cruising area throughout the summer.

**N**ow, to shift gears a bit, here are a few Mexico-only thoughts and observations gleaned from our recent trip up the coast:

1) *To a certain extent, Mexican women have been liberated — with some peculiar results.* First is the fact that the shops of resort areas such as Acapulco and Z-town are crammed with tiny bikinis and thongs that, to put it as delicately as we can, don't really work with the morph of the typical Mexican female. Such suits would have been unheard of in Mexico just a few years ago.

Second, Mexican women have demanded and broken into what traditionally male occupations. And we're not talking corporate boardrooms. In Z-town we saw several relatively frail young women — in shorts skirts of all things — shoveling muck to clear storm drains. Then there's Flor, who opens the fuel dock in Puerto Vallarta at 0700 with that came-straight-to-work-from-the-disco look. The attraction of digging ditches and other traditionally male occupations is simple: money. Women can earn three to five times the \$5/day they'd otherwise get for minimum



*Looking like she just came from lunch at the Hard Rock Cafe, Flor is not exactly your typical fuel dock attendant.*

wage jobs.

2) *There are three things that will probably never change in Mexico.* The first is



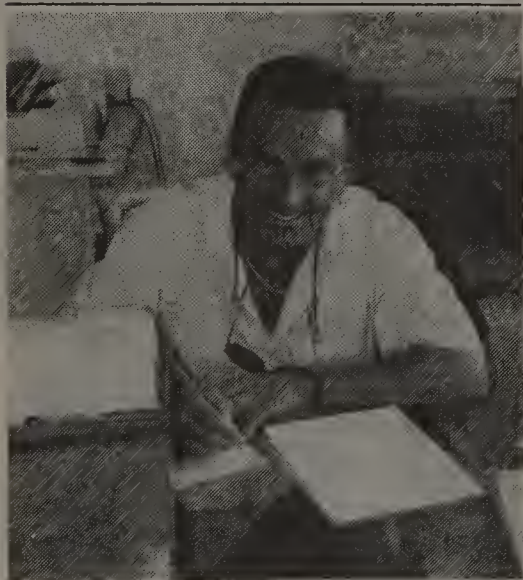
# MEXICO OR THE CARIBBEAN?

*tourista*, with which we were once again on intimate terms during our recent trip. We regret to report that it hasn't disappeared and you don't acquire an immunity. Ours could have been caused by the bogus 'purified' water, the *cerviche* from the left-in-the-sun fish at Isla Grande — or maybe even the air! Karl Raggio, former filling station owner from Morgan Hill who is now Harbormaster at Marina Vallarta, tells us that some experts now believe the amoebas that cause *tourista* are airborne — the same way the virus that causes Navajo Flu was in the air.

Since you're probably going to get *tourista* anyway, what the hell, you might as well eat and drink everything that's available. The good news is that there apparently is a medication, available only in Mexico, that offers considerable relief to those in the throes of *tourista* agony. The bad news is, we unable to find out its name. Can anyone help us out?

The second thing-that-never-changes is the Mexican work ethic, which seems always to swing toward the most labor-intensive way of doing anything. The most hilarious example we observed was a man mowing a lawn. However, instead of equipping the mower with the traditional canvas grass-catcher, a dignified middle-aged man ran alongside catching the clippings in a cardboard box! You'll never see anything like that in the Caribbean.

Finally, Mexican electrical work, for some mysterious reason, is the worst in the world. The harbormaster at Marina Vallarta, which does have good electrical work, freaks out when he sees a boat come in from Acapulco.



Karl Raggio, harbormaster at Marina Vallarta.

If you saw the shore power wiring at Acapulco, you'd freak, too. The ends of all the shore power cords look like Gorgon's heads.

3) There's no end in sight to the incredible marina boom in Mexico. Grupo



Sidek, whose current flagship marina is the excellent Marina Vallarta, would seem to be taking over. Harbormaster Raggio tells us that his employer is A) putting in an 800-berth marina in Mazatlan that should be done in about 18 months; B) finishing off a 350-berth marina at Ixtapa; C) taking over Marina San Carlos; D) now the owner of Kona Kai International in San Diego; E) looking to buy a marina in La Paz; and, F) has purchased the dilapidated marina at Nuevo Vallarta. The latter will come as bad news to many budget-minded cruisers who've called the ill-conceived, poorly-built, silted-in Nuevo Vallarta their home base.

Grupo Sidek is not the only one adding capacity in Mexico. Humberto van Hasselt, Director General of the Acapulco YC, which is always filled to capacity during the winter high season, reports they are adding about

*The fish are biting and beautiful in both Mexico and the Caribbean. But for some reason, they always taste better in Mexico.*

marina in Z-town, which was only partially occupied. However there's a huge area alongside the town that has been dredged and looks ripe for a major marina. None of the relaxed locals knew exactly what was planned or when it might be finished.

We were also told that the marina project near Barra de Navidad has stalled. Unless it's another Puerto Escondido fiasco, it nonetheless should be completed in the next several years.

We estimate that approximately 2,000 more berths will be added to the Mexican coast within two years. Where they think all the boats will come from to fill them is the big mystery.

While marina quality in Mexico has gone

*Some experts now believe the amoebas that cause tourista are airborne.*

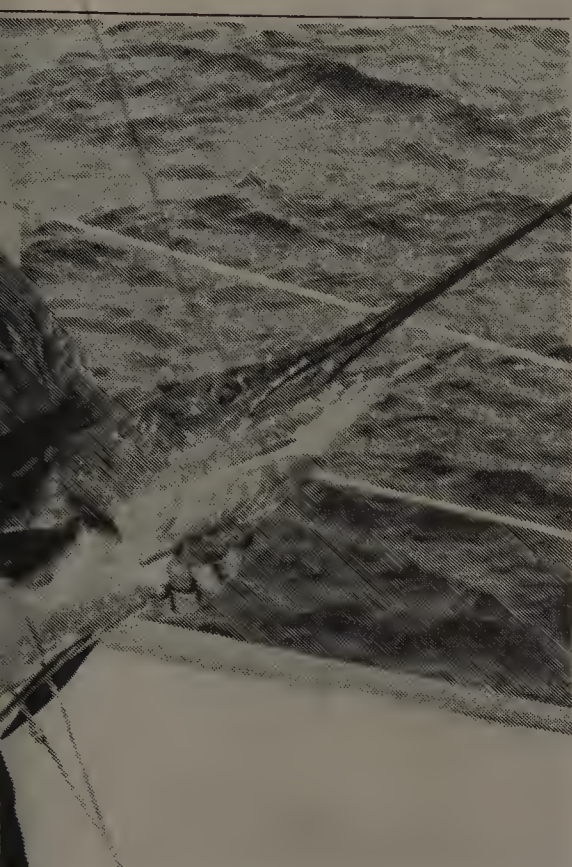
40 moorings. Only a couple of hundred yards away is the new Club Nautico Marina, part of a big resort that's still under construction. The marina has about 50 excellent berths, which like those at the yacht club, lease for 62 cents per foot per day. One boat already in the marina is Randy Short's old Nelson/Marek Sidewinder.

There wasn't much happening at the little

way up — places like Cabo Isle, Marina Vallarta and Marina Ixtapa are first class — there's a collective blind spot south of the border with regard to harbor entrances. The one at Nuevo Vallarta was a disaster from day one, and needs to be completely redone.

We fear the same is true with the breakwater at the still-to-be-completed Marina Ixtapa. We thought about taking our boat in-





ALL PHOTOS LATITUDE

from one side of the narrow entrance to the other. Eventually we took the dink in, but even that was dicey. It doesn't matter how

inspection, we discovered the 'breakwaters' were designed to support two over-the-ocean golf greens and create a small beach in the middle. A brown, pebbly beach upon which brown waves broke.

*If you saw the short power wiring at Acapulco, you'd freak, too.*

deep the entrance at Ixtapa once was, without a redesign or constant dredging, it's not going to stay deep long.

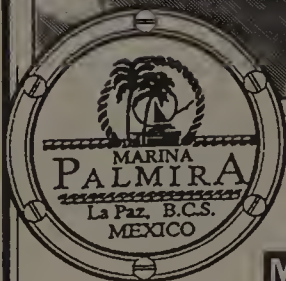
4) *Despite the fact that most of Mexico's 47,000 waterfront hotels didn't seem anywhere near capacity — it was the start of off-season — construction of waterfront hotels continues at a breathtaking pace. Acapulco, Ixtapa, Manzanillo, Puerto Vallarta — all have major new hotels under construction. One being built next to Las Hadas had two breakwaters that we at first thought formed*

**So then, which is better, Mexico or the Caribbean?** Neither. They're entirely different experiences, both of which are well worth the time and money necessary to enjoy by boat. But if you're more a people person than a sailor, Mexico should probably get the majority of your cruising time. If, on the other hand, you crave thrilling sailing and perfect beaches, you'll want to make the extra effort — and it takes that — to get to the Caribbean.

— latitude 38

side the breakwater in June when there was virtually no swell running, but even then it was too hairy, with a steep wave building

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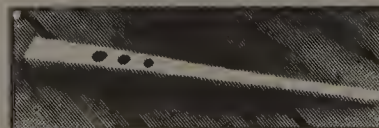
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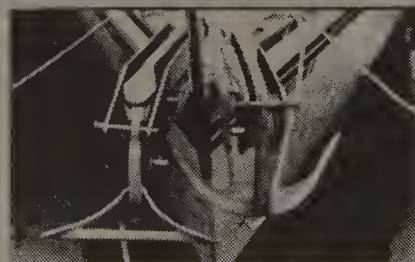
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# AMERICA'S CUP '95 — CHANGES

Suppose they hosted an America's Cup in May, 1995, and no one could afford to come? And even if two yachts did square off on the starting line in front of the television cameras, how do we know the folks from San Bruno wouldn't rather watch the Giants

man who proved the old adage that the way to make a small fortune in yacht racing is to start with a big one. After shelling out \$68

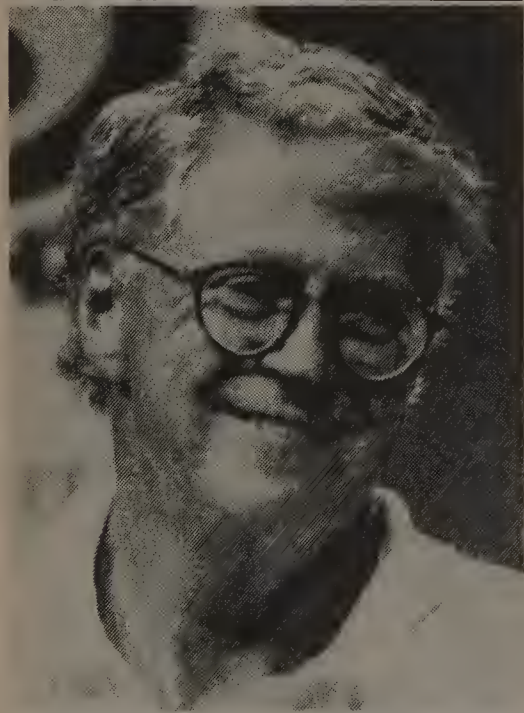
**"The Cup is like war.  
Whoever has the most resources wins."**

or take a hike in the Tuolomnes? Those are the questions in the minds of more than a few sailors, syndicate heads and fund raisers now engaged in putting together the next version of sailing's Super Bowl.

Close to half a billion dollars was spent on the 1992 Cup proceedings. For that amount of money, one might reasonably expect excitement and anticipation for the next edition. Unfortunately, that doesn't seem to be the case. True, there are some 14 challengers on record. As the racing draws near and the invoices mount, however, their ranks will thin. And for the home team, only two viable groups have emerged as possible defenders of the Auld Mug. As any Darwinian will tell you, the odds are with the challengers when it comes to breeding a leaner,

million for the glory of kissing a bottomless silver ewer, Koch has pretty firmly made up his mind that once is enough. "We're about 90 percent sure that Bill won't campaign again in 1995," says Rick Wrightson, Koch's top lieutenant at the America's Foundation, "but we're always looking at our options."

What Koch has been doing is using his status as winner of the Cup to send a message to its organizers: something has to be done to make the event a) more affordable, b) more sporting and c) more interesting to the sporting public. Over the past year, Koch spoke at more than 100 different venues in the U.S. and overseas about reforms that were needed if the oldest international sporting match was to continue in the future. Koch was not the first to call for changes (Gary Jobson, ESPN announcer and winning tactician aboard *Courageous* in 1977, advocated similar changes in the Cup format

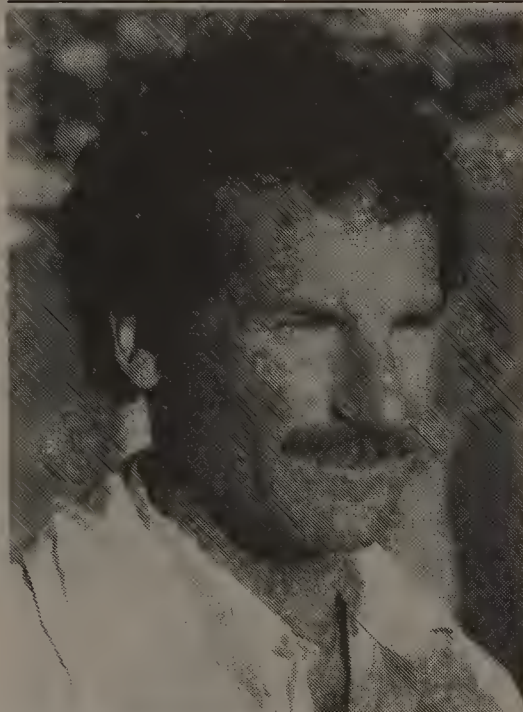


MITCH PERKINS

**Bill Koch. Right now an outspoken crusader for change, don't count him out of the running for '95 just yet.**

meaner machine.

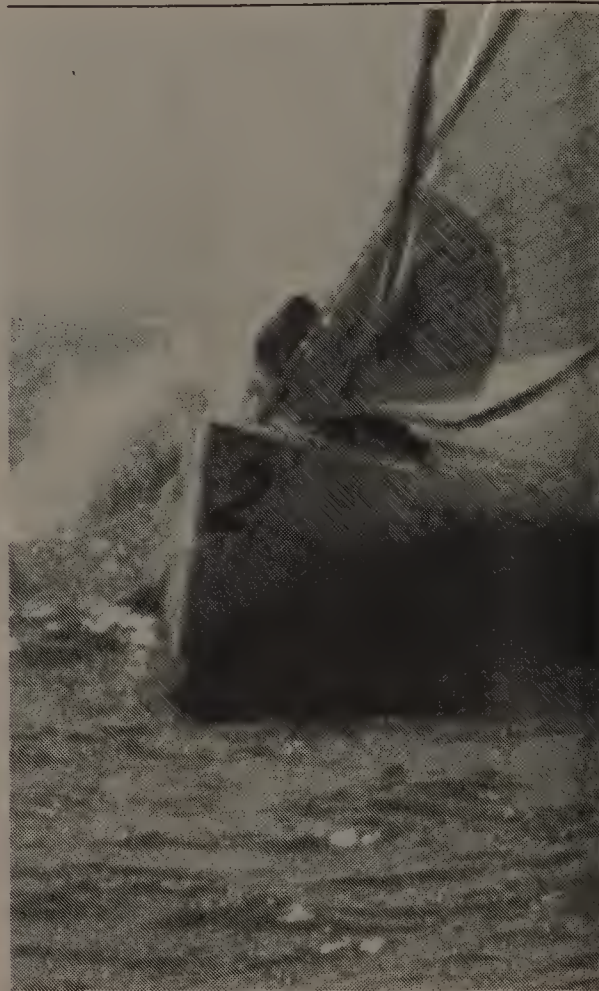
Of course, one could counter that argument with the results from the last America's Cup when there were only two syndicates racing for the defense. The victor, who then went on to win the Cup, was Bill Koch, a



LATITUDE/JR

**Paul Cayard. Strong credentials and hero status in Italy will hopefully outweigh politics in his next bid for the America's Cup.**

before the 1992 match), but as the man who won it most recently, his voice has considerable clout.



All of this led up to the announcement at the end of May that both the challengers and defenders for the 1995 America's Cup had agreed on several "mutual consent" items that will, hopefully, curb costs and increase public enthusiasm for the event.

"We believe this agreement signals the beginning of a new spirit of sportsmanship between the Defender and Challenger syndicates," said Frank Hope Jr., chairman of America's Cup '95, the San Diego group charged with running the Cup finals and selecting a defender. Given the past history of the Cup, which has been filled with shady tactics and bitter recriminations for the better part of 140 years, this comes as a radical statement. It may also be an indicator of just how serious the organizers consider the issue of changing the Cup's tarnished image.

Here's a look at the major changes that you will see during the upcoming America's Cup:

**Common declaration date** — In the days before faxes and high tech boatbuilding, challengers sent details of the boat they planned to use in the Cup along with their challenge several months before the racing began. That gave the defenders a chance to decide if they wanted to match the challenger's efforts or take a different approach in designing and building their defender. This rule remained on the books. In 1992, for example, the Italians had to choose the boat they used throughout the challenger



# IN THE WIND



LATITUDE/RICHARD

Unfortunately, changes didn't include moving the Cup races away from San Diego, so excitement like 'Nippon's splashy mark rounding will remain rare. Inset, the Koch machine puts Conner away in the 92 Defender series.

eliminations and the Cup finals five months before the Americans. The Americans, on the other hand, could wait until the morning of the first Cup race to make their choice.

According to Wrightson, Koch actually "froze the lines" on *America*<sup>3</sup>, the boat he used in the finals, in November of 1991, before the date that the challengers had to declare their boats. However, after observing the challengers and after racing against Dennis Conner in the defender elimination series, Koch's design team made changes in the keel, rudder and mast. The Italians weren't afforded the same opportunity.

Now, however, both sides have agreed to a common declaration date, and neither will have to reveal the yacht they intend to use until just before the final series begins. In diplomatic parlance, this will "level the playing field" in the eyes of both the challengers, who bitched about this rule for years, and the public, who were puzzled by the inequity.

**Modifications and shrouding** — Modifications to the yachts' appendages — rudders and keels — will be allowed before both the final elimination series and the Cup finals. Shrouding the yachts' underbodies, a cloak and dagger stunt that became popular in the early 1980s when Australia's Ben Lexcen brought over his winged keel, will no

longer be allowed once the boats have been measured and accepted for the final eliminations and the Cup finals. This agreement will eliminate the not unsubstantial costs that went into providing security at the syndicate compounds.

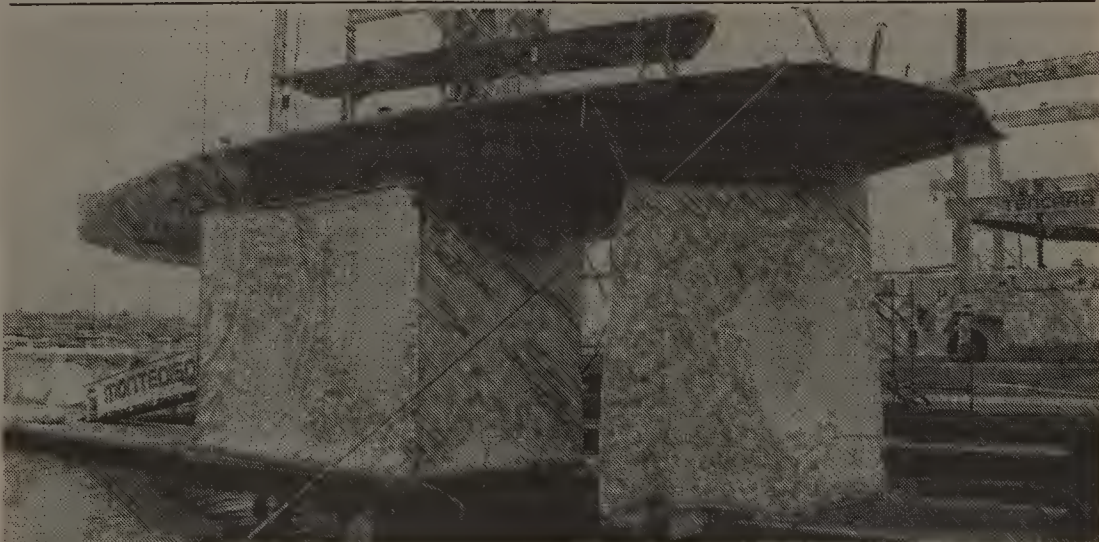
**Two boat rule** — It costs around \$5 million to build one of the new 75-ft International America's Cup Class (IACC) yachts. Consider that some syndicates built four of them in 1992 and you see where huge

they exceed a certain amount of change (35 percent of the underbody, for example), they will be considered new boats.

The obvious purpose of this agreement is to limit spending, but the resolution may open a new can of worms. Take French sailor Marc Pajot, for example. He's currently involved with two French syndicates. If each of them built two new boats, Pajot would conceivably have his pick of four craft to race, which would contravene the spirit of the mutual consent agreement, not to mention the possibility of team racing against other entries. Ah, sportsmanship and cooperation — there's nothing like it!

**Sail limits** — To say that sails were used like toilet tissue in 1992 would not be an understatement. One syndicate flew in a \$30,000 genoa for one race and then discarded it. The mutual consent agreement specifies that each yacht may carry an inventory of 15 sails in the first round of eliminations. Five additional sails can then be added for each additional elimination round. This item may save each syndicate as much as \$1 million and put the emphasis on more durable sail material and construction, which should, in turn, benefit the average sailor.

**Course changes** — The Z-leg of the course has been eliminated. Most everyone agrees that this reaching portion of the course rarely shook up the standings and only cost money from the use and abuse of the reaching sails. For 1995, windward/leeward 'sausages' will be the standard. The race committee will also experiment with a gate at the leeward mark in next year's IACC world championships in San Diego. Although normally used in large fleets where traffic congestion occurs at the bottom mark, a gate



MITCH PERKINS

Under the new rules, once boats have been measured for final elimination series, shrouding will not be allowed. Yay!

expenses developed quickly. As of March 1, 1993, syndicates can build only two new yachts. Old yachts can be updated, but if

in match racing will allow the boat behind a chance to gamble a little and perhaps get back in the race.

**National eligibility** — Designers for all yachts were named by June 30, 1993. All crewmembers must be named by December



# AMERICA'S CUP '95 —

30, 1994. After the first race of the challenger selection series, no crewmember may crew on a yacht representing another country.

**Reconnaissance** — After an explosion of James Bond-type antics during the 1992 Cup, both defenders and challengers agreed to ban the following costly and, when revealed, embarrassing activities: long-range listening devices; the use of satellites, fixed or rotary wing aircraft and/or other means to observe from above; the use of divers, submarines or other means to observe from below the water's surface; the capture, recording or analysis of performance data emanating from telemetry, instruments, computers, etc. from a competing syndicate; the acceptance of information about design or performance that may have been obtained by any of these activities; the use of any vessel or vehicle to 'shadow' or otherwise attempt to gauge performance; the use of discarded waste material from syndicate compounds or any other source. As you can imagine, this ban may also save a few million dollars as well.

**Common compound area and public viewing** — Both the challengers and defenders have agreed that setting up camp in a centralized area would benefit the Cup's public perception. Instead of being sprawled all over San Diego as they were last time, the syndicates hope to concentrate their bases in the Commercial Basin area near the San Diego Yacht Club. Also, they would like the media center and the international broadcast area to be nearby as well. In addition, the participating syndicates agreed to provide opportunities for the public to observe the compounds, including periodic tours of their facilities.

Reaction to the mutual consent agreements has been favorable so far. "We have a duty to improve the Cup the best way we can," says Chuck Nichols, president of America's Cup '95. "Our big thrust this year is to make it more acceptable to both the partici-

## AND IN THIS CORNER . . .

Here, in order of their threat to win the Cup in 1995, is our 30-second assessment of the challengers to date:

**Southern Cross YC** (Australia), headed by John Bertrand, the only skipper ever to wrest the America's Cup away from America (he skippered *Australia II* in 1983). Fortifying the strongest Australian team in years are A-Cup vets Rod "man without a country" Davis and Iain Murray. Reichel/Pugh will design the boats.

**Yacht Club de France and Yacht Club de Sete** (France) — Leave it to the French to do everything different than everyone else — apparently, superstar skipper Marc Pajot will have his pick of boats from either syndicate. Despite the inevitable yelling and screaming, they always seem to pull together a strong campaign by race time.

**Europe YC** (Italy) — Reportedly, Paul Cayard had been in the process of disassociating Raul Gardini from the Italian America's Cup campaign well before Gardini's suicide last month. The reason: high-level scandal that led to Gardini's death was scaring away potential sponsors. Although it's hard to tell at this writing what effect the loss of Gardini will have on Cayard's efforts, if any, we certainly expect to see him here with another strong challenge in '95.

**Nippon YC** (Japan) — Chris Dickson is gone, but if '92 is any indication, this syndicate could present a formidable challenge in only their second try for the Auld Mug. Said to be already 'well into' their design process, the effort has signed 47 sponsors — and the Bay Area's Hartwell Jordan.

**Royal New Zealand Yacht Squadron** (New Zealand) — Great sailors and fast boats. Michael Fay is out of the picture, but Kiwi dynamo Peter Blake (who won the last Whitbread) is in.

**Australian YC** (Australia) — Syd Fischer's back. Although his A-cup attempts in 1987 and 1992 showed speed, it was always too little and too late. If he gets it together early, this syndicate could be a force to be reckoned with in '95.

**Crusade YC** (England) — Guess who else is back? Harold Cudmore, the scrappy Englishman with the reputation for wringing serious speed out of mundane boats. If his so-far underfunded effort gets a good boat (don't hold your breath), we could be in trouble.

**Tutukaka South Pacific YC** (New Zealand) — Like we said, great sailors, great boats — but who are Rusty Gould and Carlton Peterson, the guys who head this syndicate? Never heard of 'em.

**Monte Real Club de Yates de Bayona and Real Club Nautico de Valencia** (Spain) — Although separate entities at this writing, it's virtually assured these two syndicates will soon merge into one. (King Juan Carlos has said he can't support one syndicate against the other.) If they do, Spain probably has the best chance to break into the '95 varsity ranks of any '92 'also ran'.

**Yacht Club D'Antibes-Juan Les Pins** (France) — Don't know much about this effort. If it's run anything like the other French syndicates of the last two A-Cups, that situation won't change soon.

**St. Petersburg YC** (Russia) — They got a boat to San Diego in '92, but ran out of money so fast that it never got launched. With four years to fortify the effort and a bit more stability in the country (well, maybe by '95) the Russians can't help but make a better showing.

**Royal Cape YC** (South Africa) — Something of an unknown quantity, the general consensus around here right now is that the South Africans are living in a vacuum and don't have a prayer. But hey, we've been wrong before.

pants and the public." Nichols adds that although the defenders gave up an advantage with the common declaration date, they were assuaged somewhat by being cut in on the worldwide television revenue. In previous Cup campaigns, that money, which amounts to several million dollars, was shared only by the challengers and the event host.

"If you take all the changes together, there's a *quid pro quo*," says John Marshall, the general manager of PACT '95, one of the American defense efforts now underway. "We're happier and the challengers are happier."

Marshall's involvement with the Cup dates back to 1980 when he sailed with Conner on *Freedom*. He was also on "the red boat," *Liberty*, when she lost in 1983, and he headed the design and technical team that produced another American victory in 1987. For the last edition, Marshall oversaw the Partnership for America's Cup Technology (PACT), which developed the basic technology used by the defense syndicates to get up to speed in the then-new IACC class. PACT combined the forces of sailors like Marshall with the private industry technology of companies like Science Applications International Corporation (SAIC), Boeing, IBM and Cray Research.

Marshall was ready to continue the PACT concept in 1995. But the dearth of defense campaigns led to encouragement for Marshall to put together his own syndicate, which the 51-year-old has done. He has assembled a formidable team, including designer Bruce Nelson, who created the winning 12-Meter for the 1987 Cup finals: skipper Kevin Mahaney, who won the 1992 Olympic silver medal in the Soling class; tactician John Kostecki of Novato, who won the Soling silver medal in 1988; and Robert Hopkins, who was the technical director for the Italian *Il Moro di Venezia* challenge in 1992.

Kostecki is excited about PACT '95 (which is officially a separate entity from PACT). While Mahaney pounds the pavement looking for funding, John's been keeping his racing reflexes sharp with regattas in Stars, maxi yachts, IMS 50 footers and the upcoming Admiral's Cup in England. He'll be sailing for the Italians in the latter.

John added that Paul Cayard, skipper of *Il Moro di Venezia* and a product of San

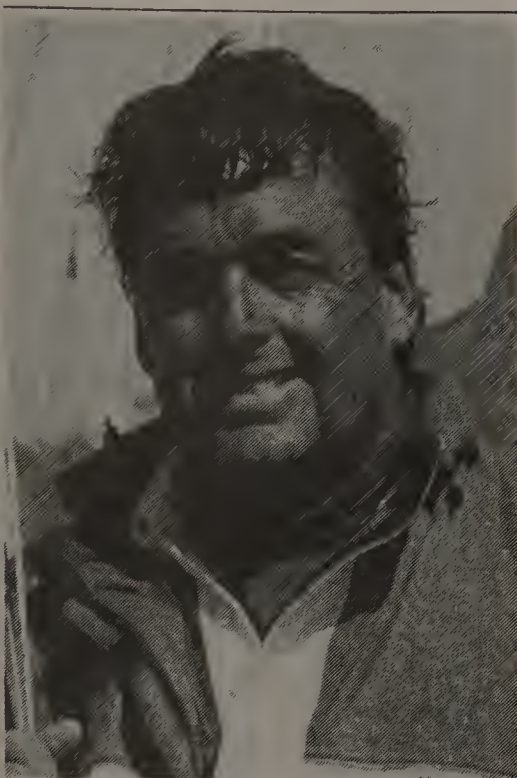


# CHANGES IN THE WIND

Bruno, will be on one of the other Italian Admirals Cup entries (a national team consists of three boats). "Paulo Cayardi" has become a national hero in Italy. "When I was over there this spring," says Kostecki, "his face was on the cover to two major magazines, neither one of which had anything to do with sailing." Cayard is in the fund raising mode, too, with hopes of mounting another successful challenge for 1995. The current bribery scandal in the Italian government and a recession in the Italian economy have made his efforts all the more difficult.

And then there are the two sly old foxes, Buddy Melges and Dennis Conner. The former says he has a standing offer to join Pact 95, but he doesn't want to "just go out and solicit money." The Zenda Zoomer has found plenty to keep his interest up with new boats in the 5.5-Meter class and his new Melges 24. The Melges Boat Works in Zenda, Wisconsin, reportedly has 80 boats on order.

Conner, meanwhile, is gearing up to enter his third decade of America's Cup competition. He's currently involved with the Whitbread Round the World Race, but after that



*Dennis Conner. The big man will be back in '95, hopefully with more to work with than he had last time around.*

finishes in June, 1994, he'll be back at what he's become best known for: striking fear (and occasional enmity) in the hearts of anyone else who wants to win the Cup.

Jerome LaDow, a former San Diego businessman, now serves as executive director of Team Dennis Conner, the official moniker for the 1995 campaign. Ladow headed Conner's efforts in 1988 and 1992. He has no illusions that the Cup "is like war. Whoever has the most resources wins. It was no accident that Koch and Raul Gardini (the money man behind *Il Moro* who has since lost control of his family empire) were in the finals last time." Team Dennis Conner already has their first corporate sponsor, Citizen Watch, and they're working on others. Their projected budget is between \$15 to \$25 million, which includes two new boats.

Ladow has not lost his enthusiasm for the spectacle that the Cup has become. "It's a fascinating game, with every facet of social and economic subtlety. There are a lot of very brilliant, motivated people involved in this thing. For me, it's quite an adventure."

Hopefully the recent changes will engender similar feelings in others, especially the public who, through the participation of high ticket sponsors and TV revenues, are increasingly being asked to fund the spectacle that the America's Cup has become.

— shimon van collie

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"Sail's loose!"

We watched in horror as the big spinnaker bag rolled down the deck, bounced along the inside of the lifelines, and then — as if levitated by some sinister force — rolled up and over the lifelines and splashed into the Pacific.

We couldn't have done anything from back in the aft cockpit. The boat was nearly 60 feet long, and it had happened so fast that even if we had sprinted across the traveller when the sailbag first broke loose, it's doubtful that it could have been saved. Most of the foredeck crew had been busy on the windward side of the mast setting up the changing guy. And the trimmer who first saw it come adrift couldn't believe that it was actually going to go overboard. He was sure it would be caught by the lifelines, so he stayed by his winch until it was too late.

"Sail overboard!" he yelled again in disbelief.

"Oh shit! It's our new ounce-and-a-half!" cried one of the foredeck crew when he turned around, just in time to see the splash.

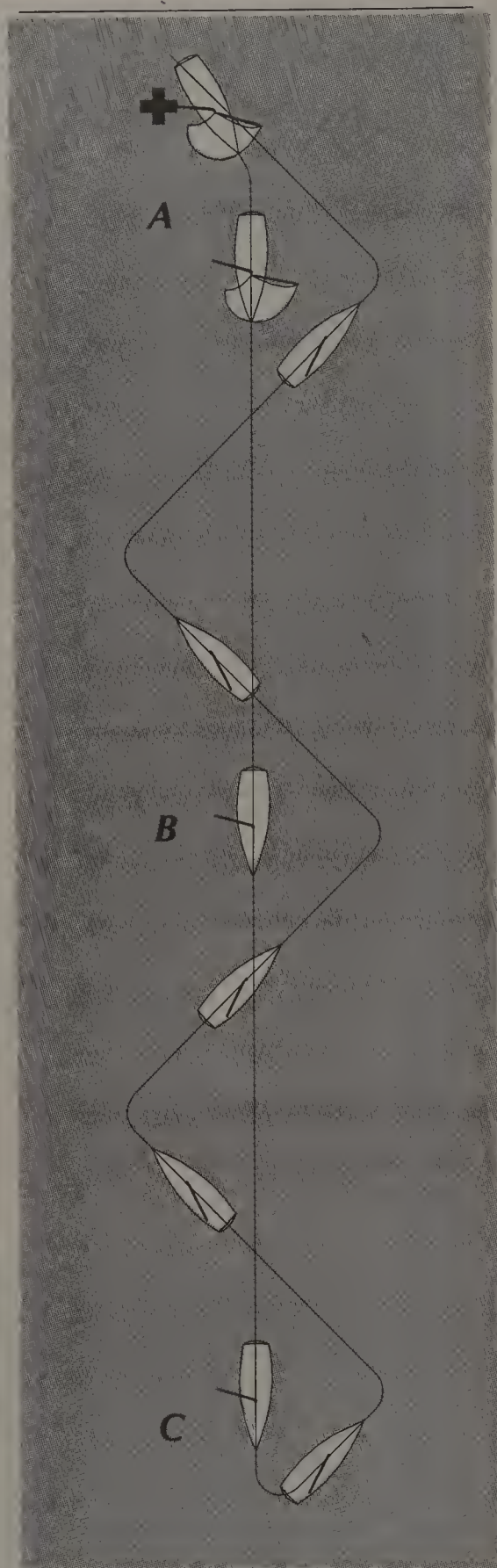
It was a serious setback to lose that sail. We were racing down the coast in 15 to 20 knots of wind, and it had been building steadily over the last hour. We expected the trend to continue, and were setting up for the change from the three-quarter ounce to the one-point-five. But instead of snapping the bag to the lifeline wires, they had hooked it to the lacing lines between the wires. And when the rail rolled under for a second on a bigger-than-average wave, the force of just a thin layer of water hitting the bag at 12 knots was enough to break the lacing lines, and send the bag rolling along the deck.

It was also a serious setback to our watch captain's credibility. He was an old friend of the owner, once a very competitive and aggressive racer, and highly respected all over the Bay. But he was definitely in the 'old fart' category, at least in the eyes of some of the younger crew. Losing a new spinnaker overboard on his watch — before we even had a chance to fly it — was not going to go help the on-board politics.

"It's the new spinnaker!" shouted the owner from the aft companionway.

He must have been thinking of a check for \$7,000 with wings on it. The rest of the crew was thinking of how slow we would go if we had to change all the way down to the heavy storm chute because the new 1.5 was gone.

"Are we going to try to pick it up?" I asked the watch captain, almost under my breath. It might float, in fact it probably would float for quite some time, with all the air in the bag. But it would be mostly below the sur-



*When the event occurs (A), bear off to a dead run immediately. (B) Douse spinnaker and continue on a dead run while preparing boat for upwind sailing. (C) Sail for less than 30 seconds on the first upwind tack. Then tack every 60 seconds, so the course made good is directly upwind.*

face and almost impossible to see in the six-foot waves and whitecaps.

"Squaring back!" was all he said as he took the wheel, the driver yielding to the

watch captain's authority. "Square back for a dead run, and get that chute down now!"

That was our answer, and the crew sprang into action. Foreguy out, pole back, sheet out and main out as the boat bore off from the deep reach it was sailing on to a dead run. Meanwhile two foredeck hands rushed to the leeward side to prepare to gather the big sail, while another one went to the pulpit to spike the tack as soon as the pole was swung forward again.

"Backstay on, outhaul in," yelled the watch captain. "And bring back the windward runner."

I looked at my watch, switched the selector on the hydraulic panel to 'backstay', and started pumping like crazy.

"We need that chute down ASAP!" yelled the owner.

"Shouldn't we hit the event button on the GPS?" I asked the navigator.

But the navigator had already disappeared from the cockpit. He was one step ahead of me.

"Waypoint 99!" he announced a few seconds later as he popped back on deck. "It's the location of the bag on the GPS and on the LORAN. I'll give you the range and bearing on a cockpit display."

"Thanks," said the watch captain.

"Should we de-trim while they get ready for the drop, to keep our speed down?"

"No, just gotta go exactly dead down. You can overtrim for stability, though."

This request was relayed to the trimmers, and the spinnaker sheet came back in a few feet.

"If that was a crew member in the water," remarked the navigator, "we'd all know exactly what to do."

"Right," I said between gasps for air as I wailed away on the pump handle, as if the outcome of the race depended on this act alone. "But it doesn't make any sense to ruin one sail to recover another one!"

In our safety briefing before the race, we had agreed that the 'quick-stop' method would be our reaction to a person overboard. As soon as the 'overboard' hail is heard, the immediate action is to spin the boat up into the wind and backwind everything, taking time only to cast off the preventer on the main boom, if one had been set. That would probably destroy the spinnaker when it vacuum-wrapped around



the rig — but at least we'd stop in place, more-or-less hove to, while we pulled down the shreds and made sure the lines were

up the main!

As he swung the boat onto the wind, he told the navigator to start timing. It was only

**"Think this'll work?" I asked the navigator.  
"Never seen anything like it before," he confessed.**

clear of the water before starting the engine. Then we'd start the recovery operation under power, and with any luck we'd be only be a few boat-lengths away, and able to see or hear the person in the water.

"And we also have to do this without starting the motor," he added. "That sail's going to be awfully waterlogged, and floating awfully low in the water. I wouldn't give very good odds for ever seeing it again. Especially since now we have to tack back upwind to get there. Should have just kept going, if you ask me."

"But it's brand new, and it cost \$7,000!" I reminded him.

"Yeah, I guess we have to at least try. Hope we don't waste too much time."

"Ready to douse!" came the call from forward, at last.

"Dump it!"

The guy shackle was tripped, and the sail came down behind the main, smothered by all five of the foredeck crew. We could feel the apparent wind increase when the boat slowed, and the temperature seemed to drop. Sailing uphill in this stuff, even with the main only, was not going to be any fun at all.

"Good thing we had everyone on deck ready for this sail change," I noted.

Meanwhile, the outhaul had been snugged up, the preventer cast off, and the runner brought aft.

"That's enough on the backstay, Max," said the watch captain. "We want to leave a little power in this main for sailing bald-headed."

"Everybody ready?" he asked the crew. "Got a stopwatch handy?" he said to the navigator, who then took a second to get his Casio into stopwatch mode. "Start winding

then that I had some inkling of what the strategy for finding the bag was going to be.

"Give me a time check every 5 seconds," said the watch captain. "We'll tack at 20. And let's get that other runner aft!"

30 seconds was over before we had even gathered momentum, it seemed, but we tacked right on schedule.

"Reset after we fill away on the new tack," he said, "and the next tack will start at one minute."

"We turned upwind two minutes and ten seconds after the bag went over the side," I said.

"Thank you! We'll tack at exactly one minute intervals from now on. Don't reset the watch, just give me a count-down as we approach the top of the minute."

"Think this'll work?" I asked the navigator.

"Never seen anything like it before," he confessed. "But it makes sense. First go dead down, then sail equal intervals on each tack to go straight back up along the same path. It means we don't have to try to estimate how fast or far the bag drifts, because the search path is right upwind. I suppose if we miss it, as determined by stopwatch and GPS, we'll turn dead down again."

"Time please?"

"Ten seconds to tack," said the navigator. "five. . . four. . . three. . ."

"Ready about!"

I tended the runner winch as we tacked again.

"Another advantage," noted the navigator, "is that we don't have to use a compass with this method. It's all referenced to the wind direction,"

"As long as the wind doesn't shift," I said.

All eyes were on the wave crests to windward as we tacked for a third time, and then a fourth.

"Do you really think this is accurate enough?" I asked. "In these seas, we're going

to have to be practically right on top of that bag to find it."

"The dead run should have been good to within a couple of degrees," explained the navigator. "Remember that the apparent wind usually changes twice as fast as the heading when you're on a run, if you think about what the vectors do. So it's easy to sail a very precise dead run. For this upwind search, I'm not so sure. I noticed that in the middle of the last leg we bore off a little, which I guess is to reduce the distance between passes."

We tacked a fifth time.

"Are we past it by now?"

"GPS says it's within 20 boat-lengths," he said. "That's one of the nice things about racing on a 60-foot boat. Each hundredth of a mile is almost exactly a boat length. But no, I wouldn't turn back for at least one more tack, considering the speed difference."

"And the current makes that speed difference even bigger," I added.

"No, the bag drifts with the current too. We only have to worry about through-the-water speeds."

I scanned the ocean ahead of us again. This did not look promising. And I imagined what it would be like to search for a person's head in this same ocean. I had the usual personal strobe and whistle in my pocket,

## JUST A REMINDER

It's important to note that the maneuver in this article is only one method for returning to an object or person in the water.

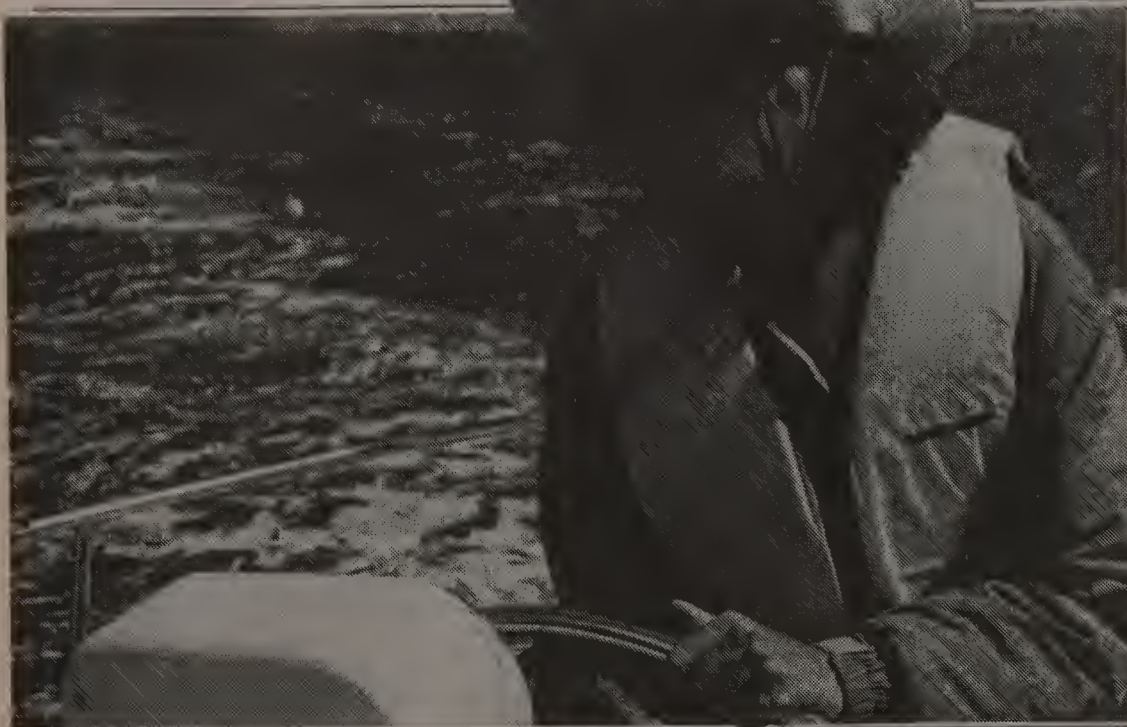
The best way for you to react if someone falls off your boat may be quite different, depending on the circumstances: point of sail, Bay or ocean, dinghy or big boat and so on. Should you douse and use your engine or try to sail back? What's the quickest way to return to a person in the water? How would you get him or her back on board? What if the person were unconscious? What if you were alone?

Tune in next month when we'll attempt to address all these issues with the latest thinking on crew overboard recovery techniques, nearly all of which will be tested on our home waters in mid-August. (For more information on this test, see this month's *Sightings*.)

but was that enough? What if the strobe failed, or the whistle was full of water, or what if they both fell out of my pocket as I



# MAX EBB



went overboard?

"There it is!" hollered one of the foredeck crew, the same one who had snapped the bag to the lacing lines in the first place. He was as surprised as he was relieved. The bag was just a boatlength or so to leeward of our

*Anything falling off a moving boat can be quickly lost to sight — even the high-floating MOB practice dummy in the water behind this skipper.*

track, floating low in the water, but still buoyant with visible air bubbles inside.

We bore off, eased the main, and luffed

alongside close enough for the crew to snag it with a boat hook.

The saturated bag and sail were far too heavy to lift aboard as a unit, but by snagging one of the clews we managed to snake it out of the bag and get a corner of the sail in our hands. From there it was a garden variety spinnaker-in-the-water exercise, a maneuver with which the crew was all too familiar.

Ten minutes later the new sail was up and drawing, the only loss being a few minutes of elapsed time and one empty spinnaker bag. With the boat back on a deep reach, the ocean became friendly again — the wind over the deck was back down to a pleasant breeze.

The watch captain never was able to explain where he picked up that technique. But the political issue on the boat was settled.

"If I ever fall overboard," shouted one of the trimmers, "I want it to be on your watch!"

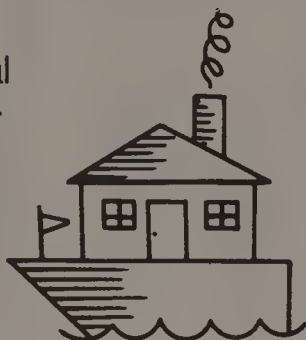
— max ebb

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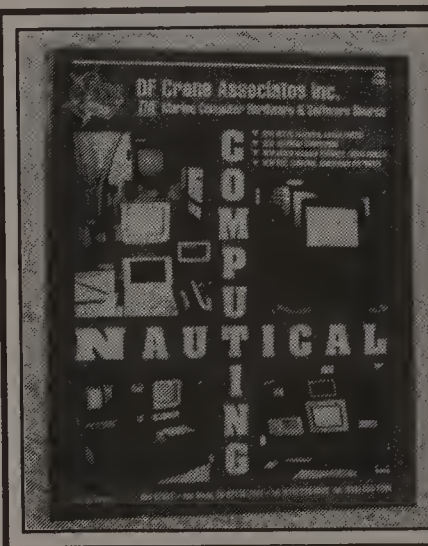
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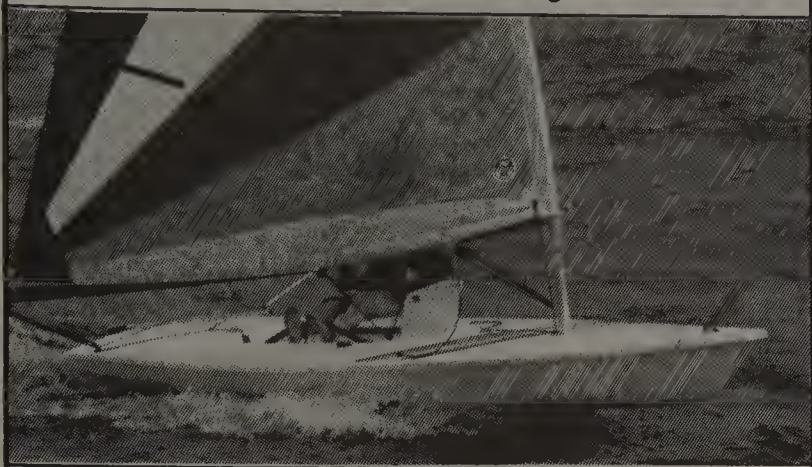
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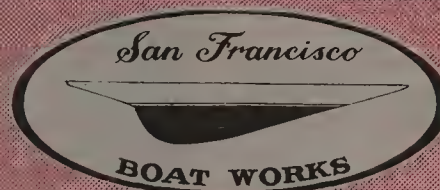
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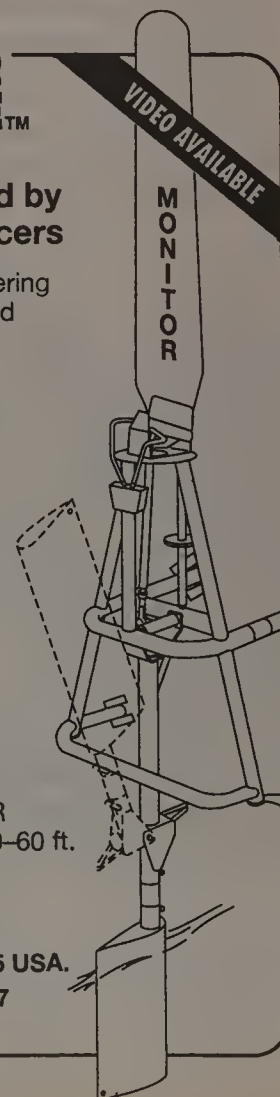
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# WORLD OF

This month, World of Chartering answers the age-old question, "Are there any virgins left?" with a definite "Yes — and almost every one of them is a saint!" We're speaking, of course, of the **British Virgin Islands**. Reports on **rudeness**, chartering the BVI's **with kids**, **boat-swapping** in mid-charter, **tallship sailing** and the **boat boys** of BVIs pretty much cover the spectrum for charterers headed down that way. Only one **charter note** this month: our 'welcome aboard' to the new World of Chartering editor **Andy Turpin**.

## The Down Side of Paradise

After reading many articles in *Latitude* about the perfect sailing conditions in the British Virgin Islands, my wife Cindy and I could hardly wait our turn.

The sailing conditions were as everyone promised — great! But I am writing about the down side of the experience — the local service people.

As a 45-year-old ex-military officer, I have travelled the entire world. I've sailed the entire West Coast, and the Eastern Caribbean from St. Lucia south. In all my travels, I have never been treated more rudely than in the British Virgins. The British sailing community was great, and we had some great times at sailors' bars at Soper's Hole, the Bitter End, Road Town and Jost van Dyke. But every time we ventured out to town for dinner, shopping or sightseeing, we encountered nothing but rude and obnoxious people. For a population whose economy depends heavily on the tourism, I could not believe how rudely the service people treated visitors.

I am not talking about an isolated

from Illinois wait 45 minutes for a pool towel at a local hotel, while the desk clerk sat idly by. When Cindy asked about the salad bar in the course of a \$200 dinner, she was told to: "Figure it out for yourself!" We were dumped off at the wrong locations several times by 'cab drivers from hell'. The doorman at the Ramada Yacht Haven — which is in the U.S. Virgins — recommended Wendy's as "a good seafood restaurant". And the B.V.I. Customs officials at West End, Tortola, were unbelievably rude.

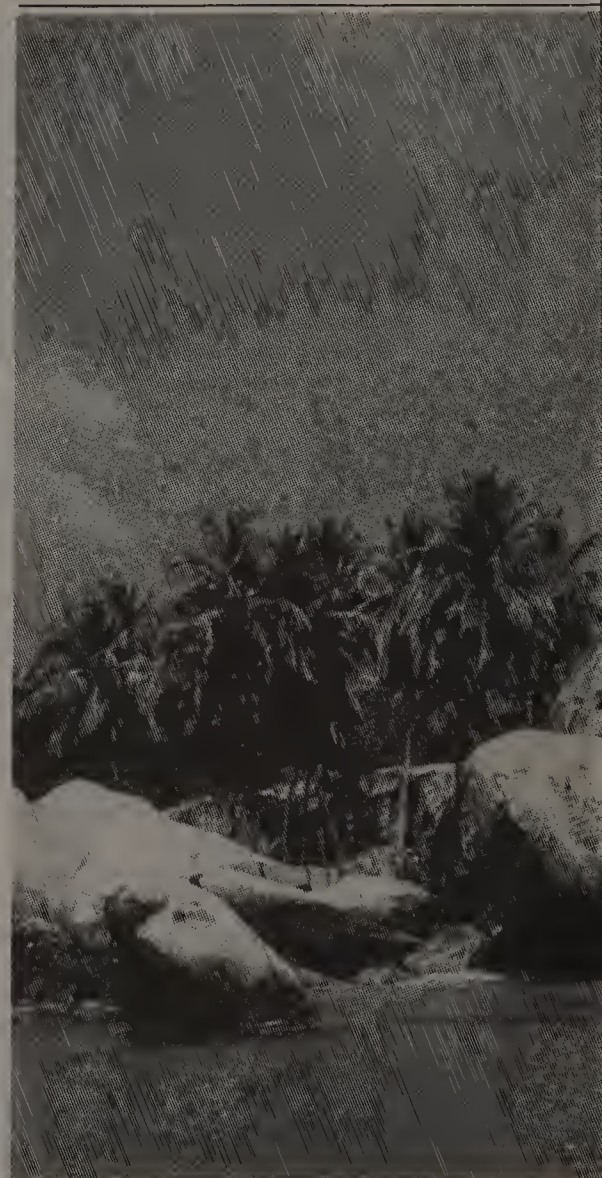
My recommendations is this: the sailing is great, but stay away from spending your money at local businesses. At restaurants a 15% tip is included because you probably wouldn't leave one otherwise.

On another subject, I'd like to get some advice. Several hours after putting down the hook in a crowded anchorage, a stinkpotter pulled in and dropped his anchor right over ours — despite my strong objections. A few minutes later you could hear the 'ka-bump', 'ka-bump' of two hulls banging together. Fortunately, one of the hulls was not ours. It belonged to another boat to the south, whose captain asked the stinkpotter to move. When the stinkpotter still refused, I thought I had the perfect solution. I grabbed my dive knife and snorkel — but before I had time to act, Cindy gave me one of her threatening looks. "Sit down and mind your own business," she said.

I'd love to know how you or your readers would have handled such a situation? Did I mention he also ran his generator all night?

— danny & cindy cram  
denver

Danny & Cindy — There is a down side to the laid-back Caribbean lifestyle, something we might term the 'Caribbean attitude'. And it sounds like you've stumbled onto more than your share of it. Some — but certainly not all — West Indians carry a chip on their shoulder about having to play the servitude role to a continuous stream of tourists, all of whom seem to be incredibly wealthy and carefree. The attitude is an unfortunate residue of the slave era and has yet to be replaced by more progressive thinking. Since these islands remained isolated in a post-emancipation time warp for



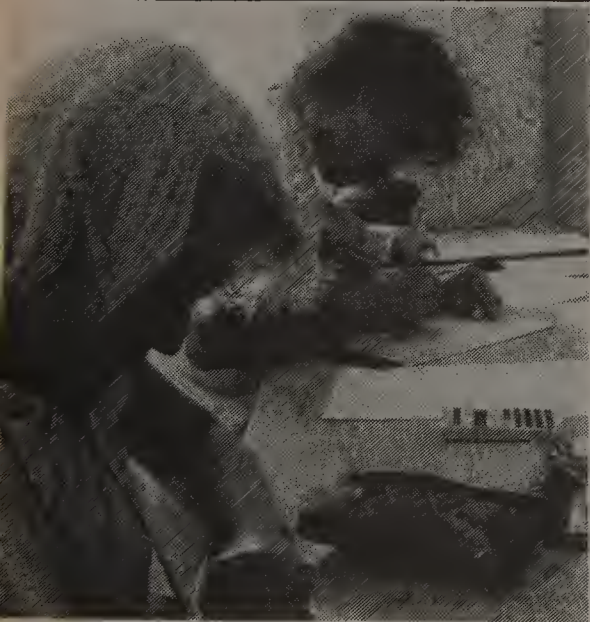
more than 150 years until tourism relatively recently roared in like an express train, the attitude is somewhat understandable. So you'll either have to learn to flow with it or try some other islands.

As for the problem with the stinkpotter, when diplomacy fails you have two options. One is to be more obnoxious than he — trying running around naked and playing the Stone Temple Pilots at full volume — in the unlikely event he might get the hint. The second — and this is the beauty of having a boat — is you could find a another place to anchor with more courteous neighbors.

## Taking along the Kids

Taking along the kids brings a whole new experience to chartering — and almost all of it good. While my wife and I had chartered in the British Virgins before, it was a first for our seven-year-old daughter Audrey, and only her tenth experience on a sailboat. She took to the sailing life as though she'd been raised on a boat.

We chartered from Sunsail, a super operation that even though they are part of an enormous British company, have a friendly, family feel. We were scheduled to



Most BVI Customs officers are nice. But occasionally, one can leave heads hanging.

incident. I talked to other visitors from all points of the map and I heard the same kind of negative comments. I watched a woman

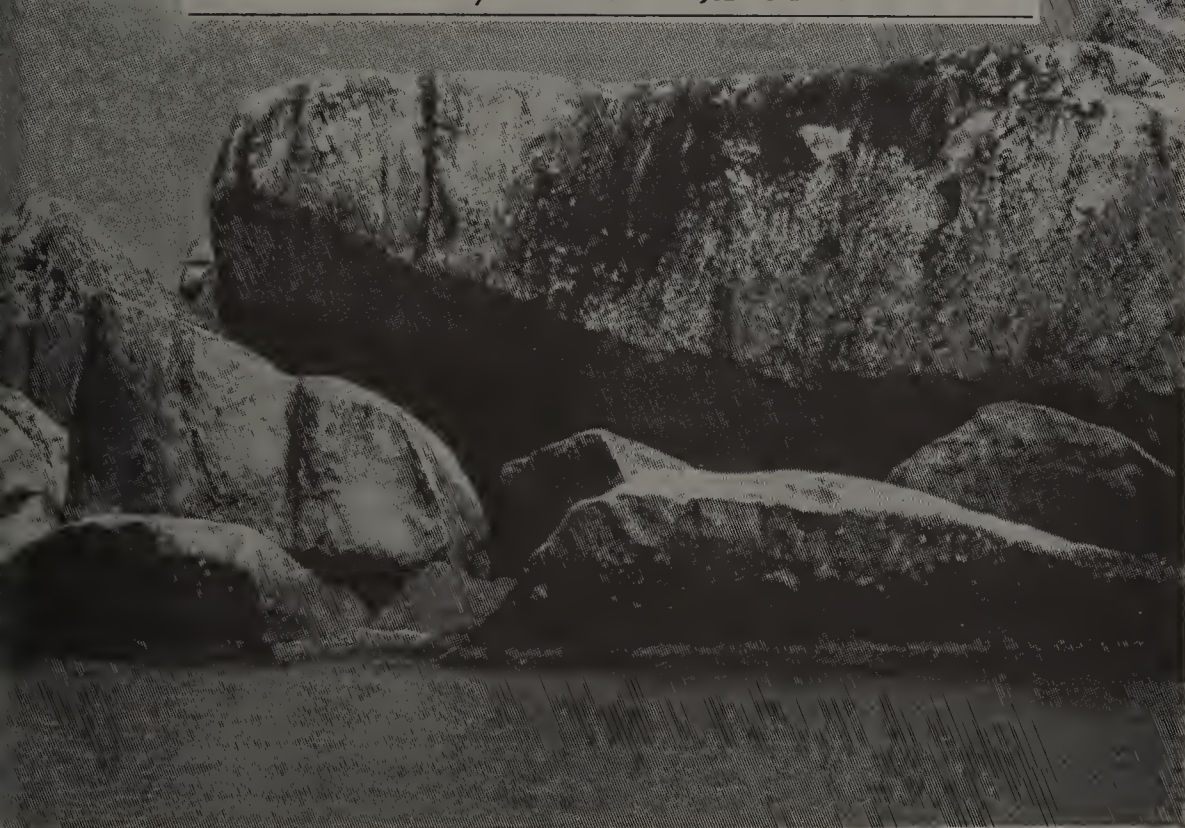


# CHARTERING



HARRY CHITTICK

Audrey at the wheel of a Jeanneau 47.



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**The Baths at Virgin Gorda. In addition to being a great place for kids to treasure hunt, it's fun for adults, too.**

charter a Beneteau 38, but since the company wanted her for an upcoming race, they gave us a complementary upgrade to a Jeanneau 47. It was a great boat and very well equipped.

We spent 10 days on the boat with no problems to speak of. I won't go into the details of what was a fairly typical B.V.I. charter, but I do want to pass along some thoughts about chartering with children.

It is very important to make plans in advance for things the child can do while underway and at night. We brought games and art projects. A battery-powered Gameboy came in real handy at times. We also gave her specific jobs and responsibilities that I had thought through in advance and discussed with her. For example, taking the helm, keeping the cockpit sorted out, tending lines and being our lookout from the bow pulpit — which became her private place.

I bought a small net hammock to sling over her bunk, and that became home for her Barbie dolls and other stuff.

While at The Baths on Virgin Gorda, I 'salted' one of the ponds with 'pirates' treasure' — and then ostensibly sent Audrey down to recover a dropped fin. She burst out of the water holding one of the coins, her eyes the size of saucers. She didn't stop talking about her 'treasure' for weeks.

Make sure you get your children's masks, fins and life-jackets at a good dive shop back home. It's very difficult to find children's sizes in the islands. And without a proper fit, they can't enjoy the wonders of tropical snorkeling.

Another group that has not caught on to how many kids go on charters is the restaurants. Only a few restaurants have children's menus, such as Manchoneel Bay and Marina Cay. Most still think it's the '80s and have raucous bar scenes and unsavory atmospheres not suitable for children. Kilbrides on Saba Rock in Gorda Sound comes to mind. I think the best way for family charters to solve this problem is by making their feelings known to the management. We spoke to some directly and they were very attentive to our comments.

Overall we were pleasantly surprised at the number of children we saw on charter boats. At every anchorage there were other kids for Audrey to play with, either on our

boat or theirs. It was a good way for my wife and I to meet other charterers, too.

For my wife and I, having our daughter along gave us a whole new feeling for this familiar destination. We saw it through her eyes, felt the magic and romance again and had more of an adventure as we shared her excitement.

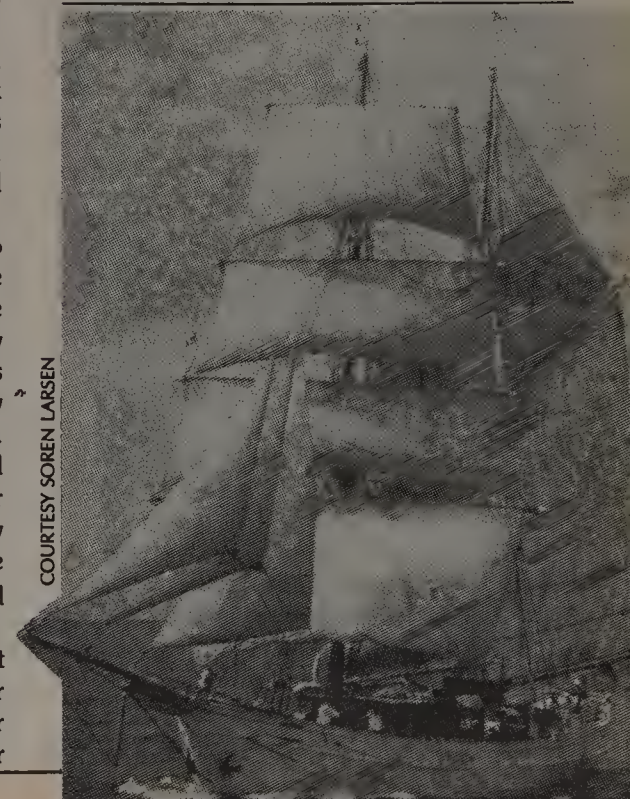
— harry chittick  
los angeles

*Harry — As much as we enjoy whooping it up and raising a little hell on a charter without the kids, there are few better experiences than a family charter. While kids add limitations, they can — as you so aptly pointed out — really make charters special. The calm waters and short distances between anchorages make the BVIs on of the ideal places for a family charter.*

## Tall Ship Passage-Making

Although traditional sailing craft have been left to rot in many a tropical lagoon, sail training on square-riggers and traditional schooners is actually on the upswing. Last month, 120 tall ships lined the wharfs of Newcastle, England, for yet another celebration of traditional seamanship. Some of these vessels — which are often longer

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than a football field — come from merchant marine and naval academies, while others are privately owned and are available to people of all ages and nationalities.

Unfortunately, few of these beauties ever reach the San Francisco Bay, but if you are willing to fly off to a distant port, you can sometimes join one of them for an ocean passage where hands-on participation is the order of the day.

On November 23, for example, the 140-foot brigantine *Soren Larsen* sets sail from Tenerife, Canary Islands, bound for Antigua. This 28-day, classic tradewind voyage will follow the route of ancient mariners, using traditional square-rig sailing techniques which have only been altered slightly over the decades.

I made this crossing aboard her last spring, and after 20 years of sailing on everything from maxi sloops to sailing dinghies, I can tell you it was the most impressive sail of my career.

There are no real 'passengers' aboard the vessel. Every paying client is called a 'voyage crew' (or trainee crew), meaning that you participate fully in all the sailing activities; standing watches, steering the ship, helping with navigation, even occasional light maintenance and galley duty.

As you might imagine, the permanent international crew on this British flag vessel is about as salty as they come. Their stories of sailing the world's oceans will amaze you — last year they sailed 27,000 miles across the Southern Ocean and around Cape Horn just to take part in the start of the Columbus tall ships event in Spain.

If the adventurer within you is yearning to be set free, consider joining *Soren* on one of her passage legs this year. The most spectacular is the 94-day crossing from Panama to Tahiti, with stops along the way at Cocos Island, Galapagos, Pitcairn and the Tuamotus.

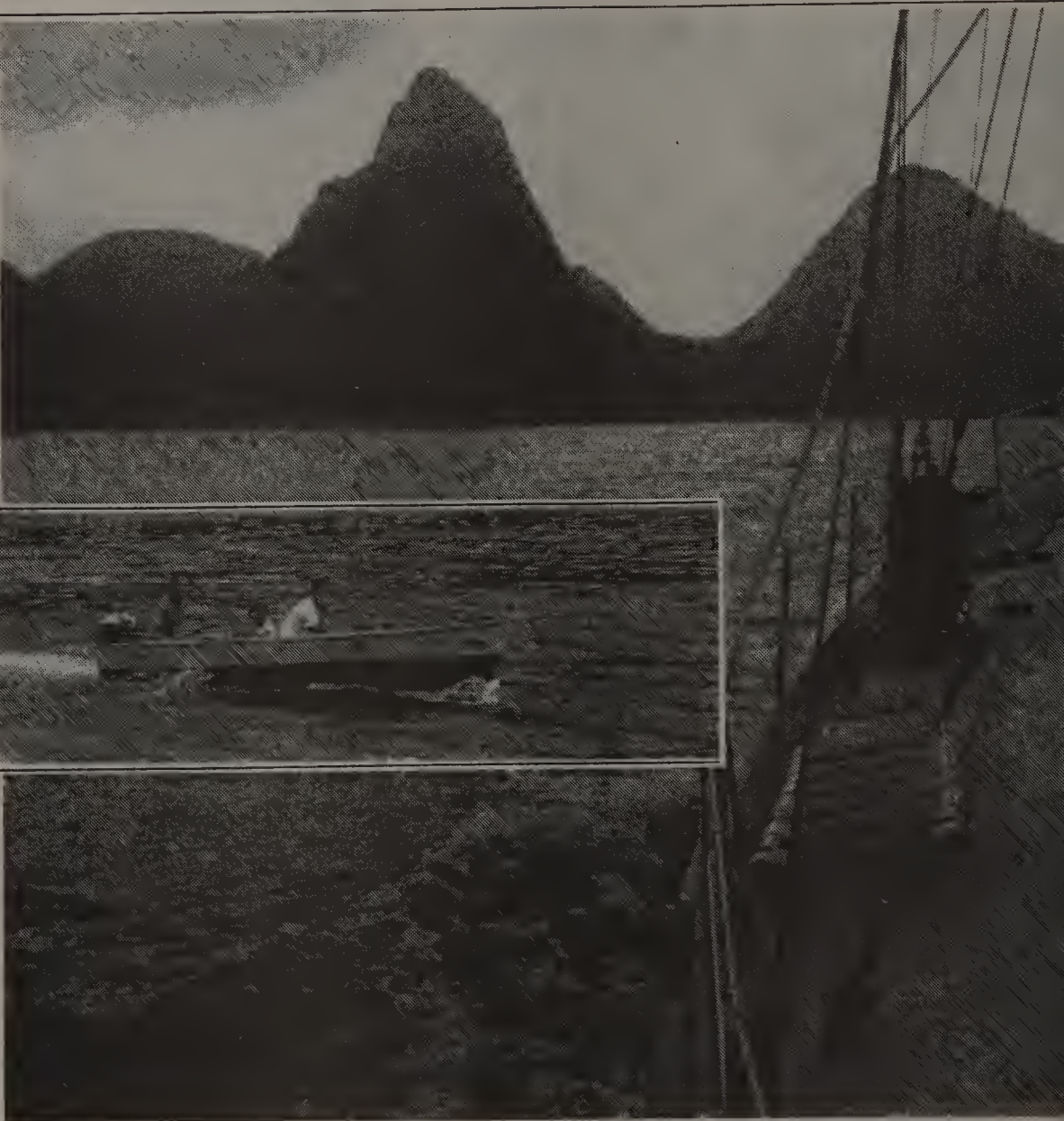
For further information, call Ocean Voyages at 415-332-4681.

— latitude 38 / Andy

## High Times On An Economy Bareboat

Three of our group of nine flew into St. Lucia early to do the provisioning for the Tradewinds charter yacht we had booked. By the time the others arrived, we had gotten over the jet lag, done a bit of touring and swimming, and spent a bundle of the local currency.

The bad news was that the boat we were



supposed to pick up from Tradewinds at Rodney Bay was out of commission. So we jumped aboard one that had just come in — with the promise there would be a switch later in the week. This process took most of the morning and some of the afternoon, leaving us with no time to visit the renowned Pitons. Undaunted, we set off for idyllic Marigot Bay, just down the coast.

Next morning we set off early with a destination of Bequia in mind. I think it turned out to be around 67 miles — not counting the crooked trail we steered as each person took their trick at the wheel. It was great to be out in semi-open water with family and friends. We were able to surf a little, at which times all eyes were glued to the knotmeter. We finally dropped the hook at dusk way back in Admiralty Bay — where it was nice and roly!

Having not been able to check in, we went ashore illegally for a dinner at the famous Whaleboner. The food was okay, the beer was cold and the floor didn't move. Some of us prowled the night spots, but we were all pretty tired from the long sail. Next

*Inset; the 'Agony', the approach of 'boat boys'. Spread, the 'Ecstasy', approaching the Pitons.*

morning we checked in with Customs, purchased supplies and were off to the hallowed Tobago Cays.

A few boats beat us there — in fact a lot of boats beat us there. We anchored next to an 80-foot sloop and a huge powerboat with a loud generator. Still, it was a beautiful spot with great snorkeling, fresh breezes and boatboy-supplied fresh fish. 'Glarey Eye' was our favorite to BBQ.

As for the 'boat boys', they're not as bad as we expected, and certainly preferable to the aggressive panhandlers in Berkeley! You listen to what they have to sell, and if you want some, you listen some more. If not interested, tell them to shove off.

Ashore we saw big iguanas and bizarre tropical plant life. Snorkeling the reefs, we saw all sorts of fish and spent hours playing with an octopus. By then, there must have been 100 boats in the anchorage. This number didn't include the day excursion boats that didn't mind getting within spitting distance of us, so we pulled up the hook and escaped to Palm Island.





BOTH PHOTOS BY LATITUDE 38/RICHARD

was a long one. Neither boat, for example, even had a sail cover. Still we returned with fond memories that had us wondering where to charter next: Fiji? Baja? Tahiti? Angel Island?

— rich franz  
richmond

## Two Weeks in the Windwards

As we waited in the suffocating heat and humidity of the San Juan airport for our connecting flight to St. Lucia, I went looking for a place to convert some US dollars to 'EC' (Eastern Caribbean dollars). I didn't know it then, but this was to become a persistent theme of the next two weeks: US to EC, EC to US. "Do you take US dollars?" "How much is that in US?" "I have \$42 EC, Can I give you the rest in US? How much would that be?" So it went — in restaurants and shops, with cab drivers and boat boys — throughout the Windward Islands.

My wife and I were meeting two couples from Maine for a two-week bareboat charter that would take us one-way from Rodney Bay, at the northern tip of St. Lucia, to Prickly Bay, at the southern tip of Grenada.

Based in part on feedback I'd gotten from boaters on Internet in response to a request I'd posted there in the fall, we decided to go with Tradewinds Charters, rather than the more popular — and expensive — Moorings. The boats that Tradewinds offers are slightly older than those in the Moorings fleets — in fact, many are retired Moorings charter boats — but word was that they were well maintained and serviceable.

We found our Moorings 51 to be clean and in generally good condition, and found the Tradewinds staff to be extremely friendly and helpful.

After completing the equipment checklist, Harry, of the Tradewinds staff, gave us an excellent review of the charts, providing 'local knowledge' about many of the ports and harbors we'd be visiting. Much of this useful information isn't included in Chris Doyle's *Sailor's Guide to the Windward Islands*, the standard reference for sailing in this area. Harry then took us on a 'familiarization sail' in the outer harbor, after which we were on our own.

Our first stop was Marigot Bay, just a short hop down the coast. We had opted to anchor in the outer harbor, where the water is cleaner and better for swimming. Amid a

swarm of 'boat boys' pressing their wares, we set bow and stern anchors to hold us steady in the moderate current along the southern edge of the bay. We bought a few green fruits that the vendors promised would ripen in a couple of days. (When we finally tossed them overboard a week or so later, they were still not ripe but rotting). Anyway, we swam, we basked in the sun, and enjoyed a round of rum punches while slowly warming to the fact that the months of planning were finally over, that we had made it! There was the warm, clear, salty water beneath us, the sandy beach lined with coconut palms just a ways away. And there was the soft, moist breeze blowing — hard — over us.

Harry had warned us that there was a tropical depression just east of us, and that we'd probably experience a squall that night. We watched the sky darken, and when the rain started, we ducked below and scrambled to close all the hatches. This was to become a second constant theme of the trip, as squalls, interspersed with clear sunny or starry skies, passed over us.

The next morning as we were preparing to leave, we met Nigel, who has to be one of the most enterprising 'boat boys' in the West

At serene Palm Island we imagined how it would be to live in paradise full time. We met the famous John Caldwell, owner of the island and author of *Desperate Voyage*. He was in the midst of signing a copy — complete with the standard photo of himself and a sunburned tourist — when a visitor commented, "I'm halfway through your book and you're starving to death!"

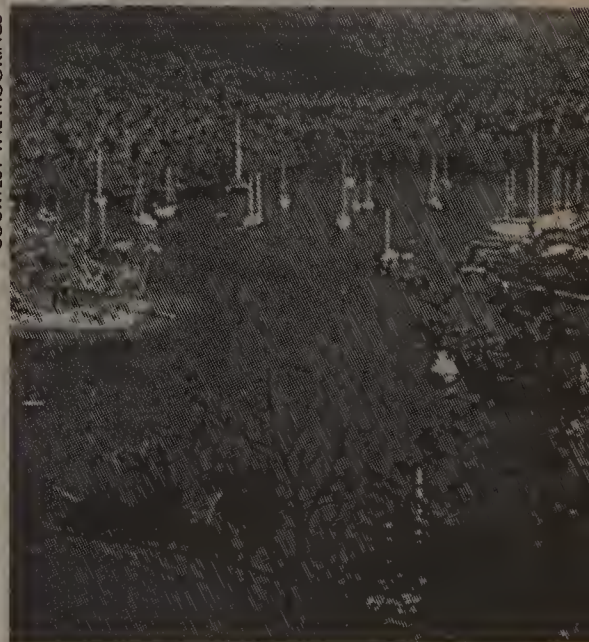
"I lived!" was John's simple comment, thus ruining the last six chapters for the reader.

The next day we had promised to swap boats back at the Blue Lagoon on St. Vincent. We made the best of this inconvenience by dining on duck pizza at Sugar Reef. Then it was on to lovely Petit Byahaut for our final night.

The boat was a real wonder. It had a fuel leak that made the bilge pump run often — making us feel guilty about fuel being pumped into the ocean. The bottom of the rudder was worn away, proving that the entrance to the Lagoon is indeed very shallow.

We did save about \$2000 on the price of the boat by not going with one of the top name companies, but the list of faulty gear

COURTESY THE MOORINGS



Marigot Bay, St. Lucia, one of the most beautiful 'down island' harbors.

Indies. He wasn't selling anything, but motored up in his colorful skiff named *Don't Worry 2*, and stopped to politely greet us and inquire as to our itinerary. Would we be going to the Pitons? Yes. He would meet us



# WORLD OF CHARTERING

there and help us with a stern line ashore. As we'd read in Doyle's guide, the water at the Pitons is very deep close to shore, so the accepted practice is to set a bow anchor, then tie the stern off to a tree. Nigel met us as promised, and was so helpful that we gave him \$10 EC — although we'd earlier bartered him down to \$7 EC.

The rest of the trip took us through three island/countries, St. Lucia, St. Vincent and Grenada, and a dozen islands and a world of contrasts. We visited Palm Island and Petit St. Vincent, which are private resort islands with beautiful and expensive accommodations. And we visited Mustique, where the ultra-rich keep palatial vacation homes.

At the other extreme, we visited St. Vincent and Carriacou, where there's not a paved road to be found, and where the locals survive mainly on locally grown produce and locally caught fish. And, of course, on trade with the steady stream of charterers that pass through.

Our best experience: food. All of the restaurants we visited — whether on or off the beaten path — were excellent, serving hot, spicy local recipes.

Our worst experience: The passage from

St. Lucia to St. Vincent. It was windy and hazy when we left, and though we expected to see St. Vincent before losing sight of St. Lucia, we didn't. About three hours later, while we were still out of sight of any land and beginning to wonder whether we'd missed the island entirely, a big Atlantic roller flipped the dingy. As we were getting it righted, the jib suddenly unfurled and the sheets started flogging the crew. Meanwhile down below, a glass bowl — what's a glass bowl doing on a boat? — hit the cabin sole and exploded like a bomb. By the time we were back under control, four of the crew were feeding fishes, and we were still out of sight of land. Finally, the outline of St. Vincent appeared, right where it was supposed to be.

Our favorite island: Bequia. There was a decent but windy harbor, great restaurants, and an interesting shopping district. We found the locals to be friendly and honest. Bequia has a long tradition of boat building — Bob Dylan's boat was built on a beach here — and fine examples of the local craft

are pulled up along the shore.

Our least favorite island: St. Vincent was beautiful and the people ashore were very friendly. The 'boat boys', however, were extremely aggressive to the point where we felt under siege the whole time we were there.

The snorkeling wasn't as good as we'd expected. The Tobago Cays were okay if you went far enough out, but there weren't a lot of fish. Some places we expected to be good for snorkeling, like Sandy Island off Carriacou, were extremely disappointing, with nothing but dead coral.

Best advice: Bring a calculator for converting currency. And when possible, don't mix currency. Pay in US or EC, but not both. It leads to tremendous confusion and some of the locals — who are used to doing such conversions — may take advantage.

— bill white  
dublin

## Charter Notes:

We're delighted to note that starting this month, *The World of Chartering* is being edited by **Andy Turpin**, a long time sailor, sailing journalist and charter professional. Look for dramatic improvements soon!

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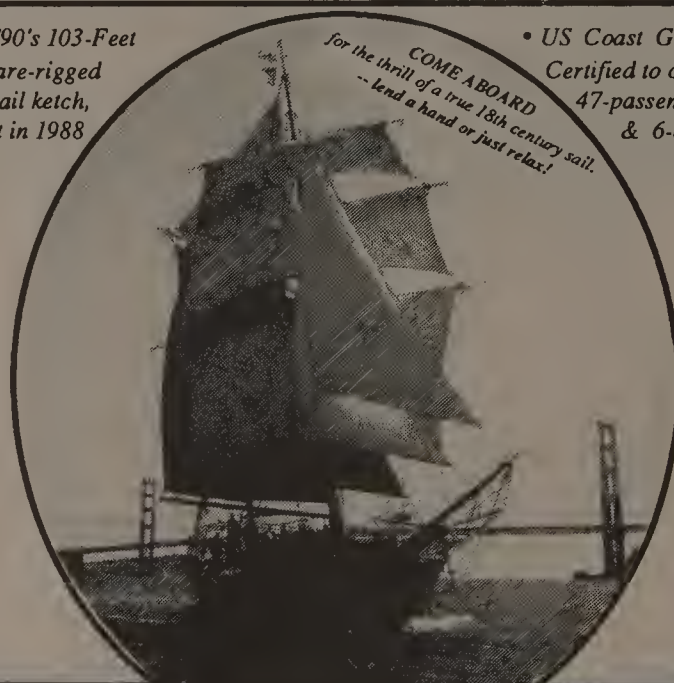
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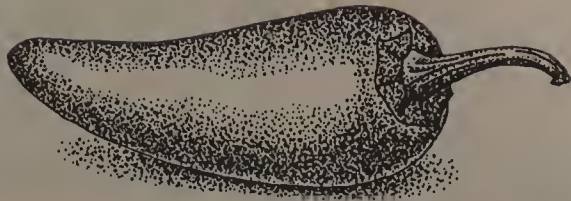
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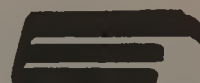
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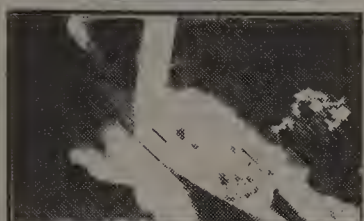
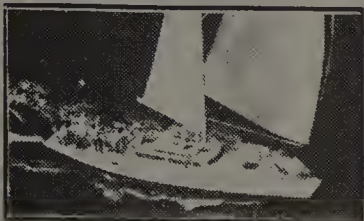
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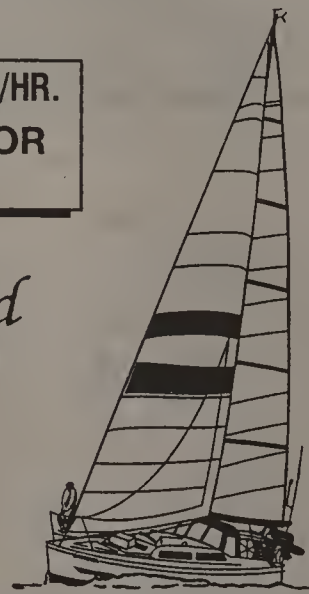
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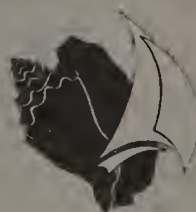
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# THE RACING

July was 'special events' month! In the following pages, you'll find reports on odd new **Wabbit habits**; the **Boreas Race**; Bruce Golison's **Trimble/ North Race Week**; the **PICYA Championships**; the **El Toro Region VII Championships**; the **High Sierra Regatta**; the **Plastic Classic**; the **SSS South Beach Harbor Race**; the **TransTahoe Race**; the **Laser PCCs**; box scores of various last minute races such as the **Silver Eagle**; and, of course, the usual ton of **race notes**.

## Silly Wabbits!

There are lots of derivations to the word 'hike'. You can hike up your britches, hike up a mountain, get rid of someone by telling them to "take a hike", and on sailboats, you can hike out. All fairly pedestrian definitions, to be sure, at least until the Wylie Wabbit came along. Crews of the switchblade-like little 24-footers have risen hiking out of the humdrum into a near art form. (Rumor has it that Wabbit hiking may even be a trial event in an upcoming Olympics.)

Take Rolf Shulte-Strathaus, shown here aboard *Kwazy* performing a basic Wabbit maneuver — the inverted handstand — during a recent Encinal YC Friday night Estuary Race. A harder exercise is the so-called 'helicopter turn', in which the daring young man on the flying trapeze jumps off from a feet-on-the-gunwale position, does a complete 360° in mid-air and lands feet first back on the gunwale. *Kwazy* owner/skipper Colin Moore says Rolf can complete these

it's really fun and fast to get both crew out on the wire.

A maneuver that is class legal, and which was used to advantage by Jon Stewart when he won the recent Wabbit Nationals, is for the man on the wire to use his weight to accelerate the boat through roll tacks. Like everything else mentioned above, it takes a lot of practice (and a lot of swimming) to get that one right.

Which leaves us with only one more question: If the crew, not the boat, touches a mark, does the boat have to do a 360° — or can the trapeze artist just do a 'helicopter'?

## Boreas Race

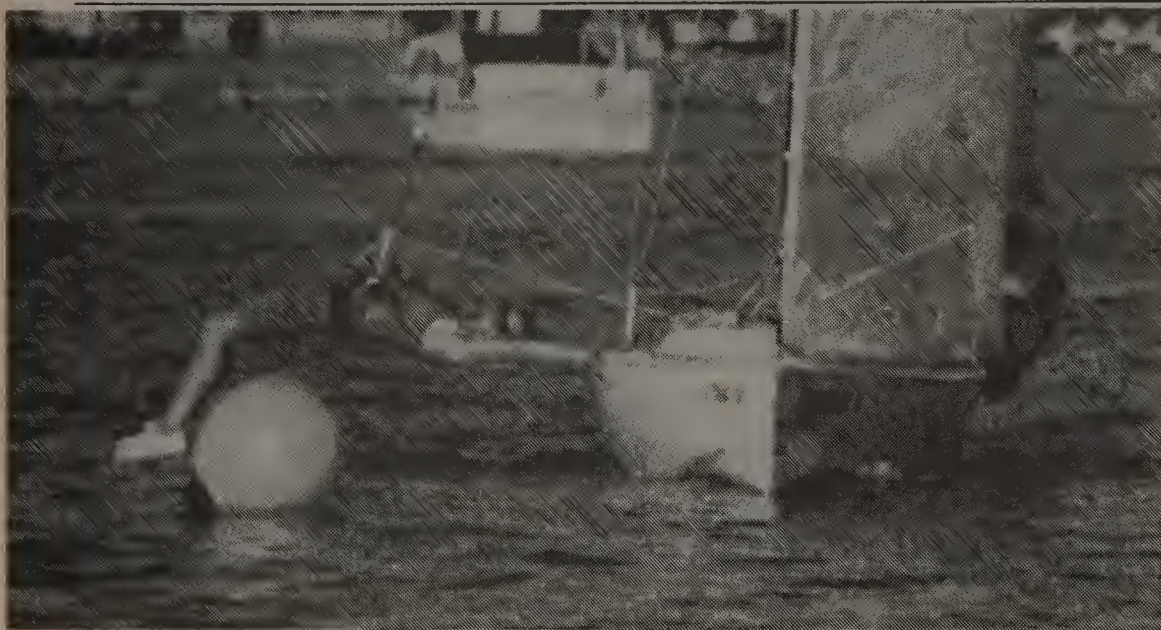
The 42nd Annual Boreas Race, co-sponsored by Oakland and Elkhorn yacht clubs on July 2, attracted only 12 boats this year. Even grimmer than the turnout was the lack of wind at the 0800 Cityfront start, which conspired with a 4.2-knot to keep some of the boats trapped inside the Golden Gate



theft offshore of anyone, about 10 miles," claimed Laffin, who recently renamed his boat (the former *Absolute 80*) after his generous, departed aunt.

Once outside, the tiny fleet encountered big seas and winds from 5 to 30 knots. Several boats reported seeing humpback whales, occasionally from too close a vantage point. "Tom Wondolleck — part of our 'all I-14' crew — was driving when we went right over a 30 or 40 foot one," related Laffin. "I still don't know how he missed it!"

Dick Desmarais' Express 37 *Elusive*, the scratch boat, was first across the Moss Landing finish line at 9:42 p.m. They would have finished the 90-mile race even sooner except for an unexpected opportunity to try out their new Life Sling off Davenport. Crewman Mike Rossi, who had just relieved himself off the transom, fell over when the boat lurched as he was pulling up his foulies.



BOB HOGIN

about 33% of the time, adding, "Personally, I require cartwheels of anyone that crews for me." He's just kidding . . . we think.

Another variation on the hiking theme is double-trapping. Although it's not class legal (so is not used during races), Colin notes that

*Photographic evidence that Wabbit sailors are a different breed. Other sailors can only hope that having this much fun is contagious!*

Bridge until noon. *Absolute Saidee*, Alan Laffin's 'big boat', cleared the Gate first and went on to win Class A. "We went the far-





'Il Pellicano', Andrei Glasberg's J/35, at Trimble/North Race Week. September will be a hectic month for 35s: the NOOD, the NAs and the BBS!

To their credit, Desmarais and crew executed a textbook rescue, getting the chute down and retrieving Rossi within ten minutes.

Despite losing all battery power during the race, Oakland YC staff commodore Denis Mahoney and his Catalina 30 *Irish Lady* finished at 1 a.m. to correct out as overall winner. The all-new motoring division had two official entries, but finished with five as three of the sail-only entrants took a half-hour penalty to switch over in mid-race.

CLASS A — 1) *Absolute Saidee*, Wylie 33, Alan Laflin; 2) *Nalu IV*, Lapworth 48, Diana & Jim Jessie; 3) *Elusive*, Express 37, Dick Desmarais. (7 boats)

CLASS B — 1) *Irish Lady*, Catalina 30, Denis

Mahoney. (1 boat)

CLASS C (30 mile motor allowance) — 1) *Northern Light*, Santana 35, Roger Neatherly. (4 boats)

### Trimble/North Race Week

"If Trimble/North Race Week was run by a yacht club, it would be certain to win the St. Petersburg Trophy," claimed Richmond sailmaker Norman Davant. "It's well-funded, it's well-managed, and it's fun both on the water and onshore. Bruce Golison has done a fabulous job!"

A record 150 boats in eight classes participated in the ninth running of the event, held June 25-27 in Long Beach. While other regattas have shrunk (e.g., Long Beach Race Week, Big Boat Series, Kenwood Cup), Trimble/North Race Week has prospered, actually growing each year. The only other West Coast grand prix regatta that

can make a similar claim is Whidbey Island Race Week, which attracted 175 boats in mid-July.

The Bay Area was represented at T/NRW by four 'big' boats and a few J/24s (AWB, SFPP). Three of our contingent took home trophies after the moderate-air four-race series: *Swiftsure* came in a close second in Class A, while *STS* ("Short Term Solution") and *Il Pellicano* finished 1-2 in the J/35 class, courtesy of Abba-Zabba-Jab's PMS in race two.

CLASS A — 1) *Aldora*, Andrews 56, Dave Dillehay/Ron Baerwitz, 8.75 points; 2) *Swiftsure*, Frers 58, Sy Kleinman/Mike Rettie, 10.5; 3) *Cantata II*, Andrews 53, Brook Gifford, 11.75. (9 boats)

CLASS B — 1) *Victory*, Dubois 40, Bob Butkus, 5.25 points; 2) *Clockwork*, N/M 41, Bill Deardorff, 20; 3) *Concorde*, J/44, Norm Williamson, 21. (14 boats)

J/35 — 1) *STS*, Rod & Malcolm Park, 10.75 points; 2) *Il Pellicano*, Andrei Glasberg/Ted Wilson, 14.75; 3) *Juice*, Stan Yocum, 15. (15 boats)

SCHOCK 35 (PCCs) — 1) *Mischief*, Hardy/Reardon, 15.75 points; 2) *Main Squeeze*, Richard Dorfman, 16.75; 3) *Outlier*, Schmidt/ Gordon, 17.75. (23 boats)

CLASS E — 1) *Salsa*, Frers 36, Leonard Nadler, 8.5 points; 2) *Falcon*, Wilderness 40, Chuck Stanton, 10.75; 3) *Apogee*, Peterson 39, Marty Vogel, 14.75. (25 boats)

CLASS F — 1) *Speculator*, Santana 35, Ken Wakefield, 17.5 points; 2) *Bad News*, J/29, Stan Sorensen, 21; 3) *Sorcerer*, NY 36, Dennis Rosene, 22. (26 boats)

CLASS G — 1) *I'll Go*, Chaser 29, Don Preston, 4.25 points; 2) *Jezebel*, B-25, Kevin Wolfe, 13; 3) *Waverider*, B-25, Randy Risvold, 16. (19 boats)

J/24 — 1) *Free Lunch*, Craig Leweck, 6.5 points; 2) *Rattle & Hum*, Steve Thomas, 11; 3) *La Vitesse*, Chris Snow, 15.5 (17 boats)

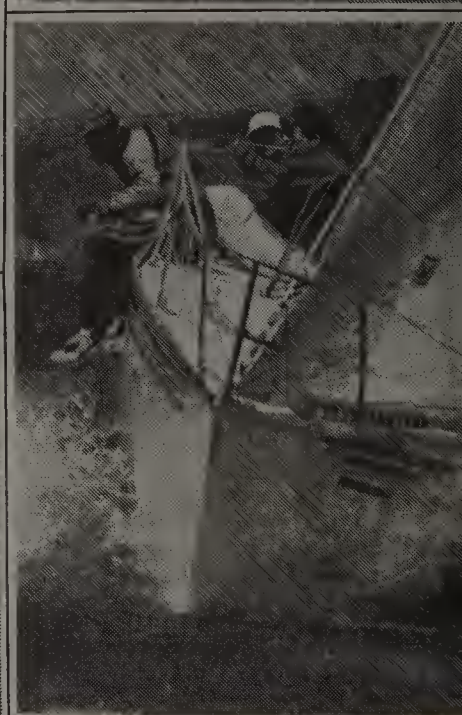
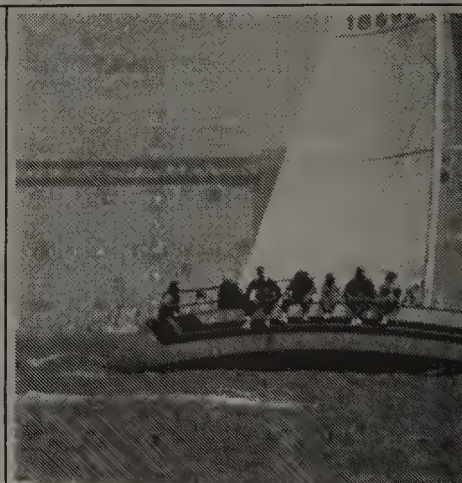
YACHT CLUB CHALLENGE — 1) *Bahia Corinthian*, 51.75 points; 2) *St. Francis*, 57.25; 3) *Del Rey*, 68.25; 4) *Santa Barbara*, 72; 5) *Northern Californian Team*, 74.75. (18 clubs)

### PICYA Championships

If you're reading this, please bow your head and observe a moment of silence for great races that are no longer with us. The list is as long as it is illustrious: the Tahiti Race, the SORC, the Hate-the-State Race, the MORA San Diego classic, the Glenn Waterhouse Race, the Buckner, the Monterey Race, a whole bunch of Mexican events (La Paz, Matzatlan, Acapulco) and most recently the Catalina Race. . . Those races and many lesser ones died because times changed, and they couldn't or wouldn't adapt.

If the turnout on July 17-18 was any indication, the latest race — or 'regatta', if it





can be called that — on the verge of extinction is the Pacific Inter-Club Yacht Association's (PICYA) Annual Interclub Championships. Only 12 boats from 7 yacht clubs showed up for the once-mighty mid-July 'All-Star Games': two IMS boats for the Lipton Cup, seven PHRF boats (including five Santana 35s) for the Larry Knight and three J/24s for the Little Lipton. "It was pretty dismal," admitted race official Tom

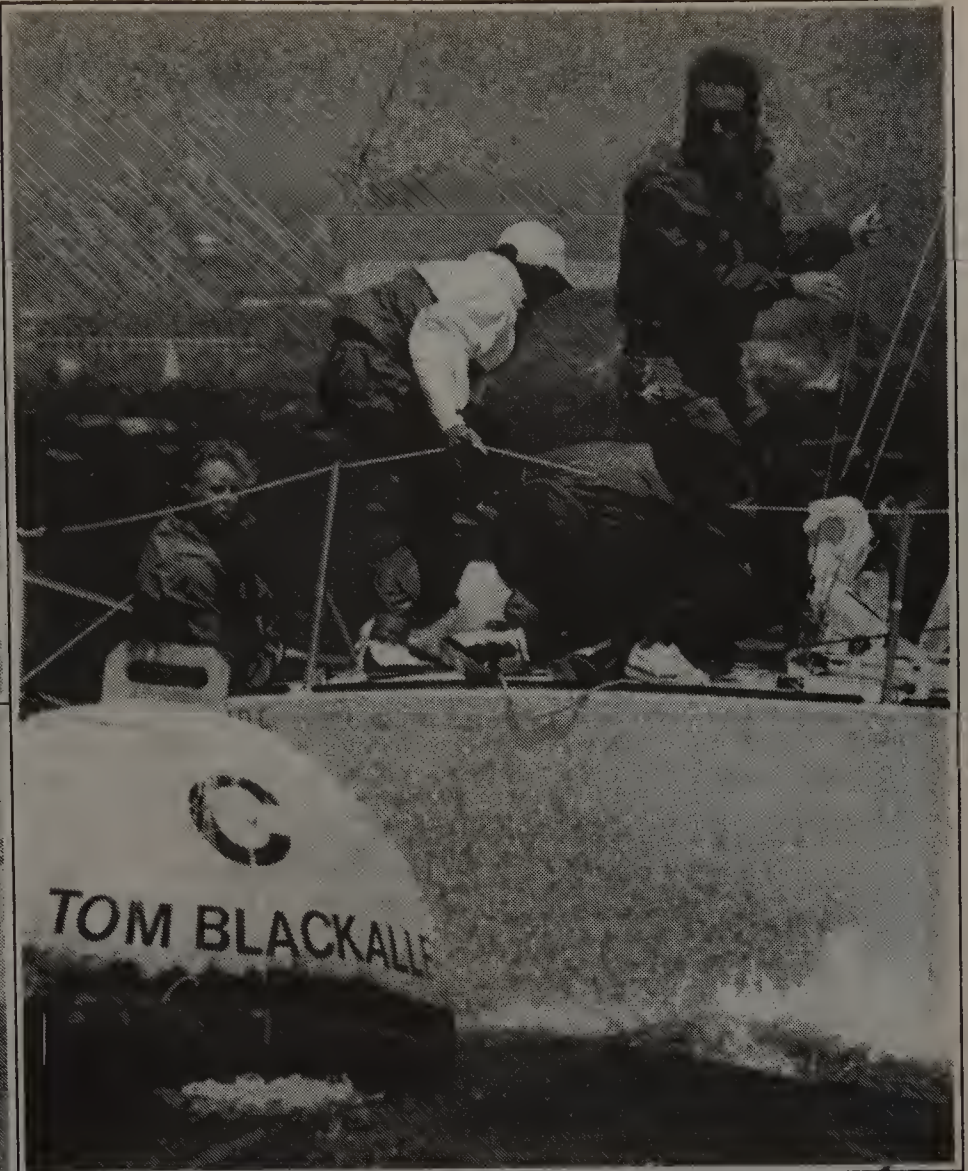
Allen.

To no one's surprise, Bob Garvie's state-of-the-art N/M 43 *Bullseye* dispatched *Swiftsure* 2-0 on Saturday. The second race actually turned into a sailover for *Bullseye* when a crewmember fell off *Swiftsure*, causing the big blue bus to take a DNF. Grinder Craig Heff was knocked senseless when the boom whacked him in the head during a jibe, sending him through the

lifelines. A quick-thinking boardsailor, John Callahan of the St. Francis YC, fortunately was on the scene to pluck the dazed Heff out of the water a minute later.

"I was following the two boats down near Alcatraz — a place we don't normally go — because I was interested in the race," explained Callahan, an expert windsurfer as well as a big boat sailor (he's a partner in the Soverel 33 *Good & Plenty*). "I wasn't sure if





**What if they gave a regatta and no one came? We almost learned the answer at this year's sparsely-attended PICYA Championships. All photos/rob.**

I should have butted in — which would have been 'outside assistance' — but the guy didn't seem to be doing too well. So I sat him up on my board — he seemed pretty happy to see me! It took *Swiftsure* probably five minutes to come retrieve him, so I figure

he was pretty lucky I came along. Was I a hero? Nahh, I don't look at it that way: usually it's the big boats rescuing board-sailors. I was glad to return the favor."

With *Bullseye's* lead unassailable, both teams sat out Sunday's finale. Sailing for the victorious St. Francis YC team, in addition to Garvie and his co-helmsman Kimo Worthington, were Peter Cameron, Stuart Felker, Nick Gibbens, Dennis George, Craig Healy,

Ernie Rodriguez, Scott Stone, Tom Ross and Ben Wells.

The Larry Knight Trophy was slightly more interesting than the other two divisions, which isn't saying much this year. After double-bulleting Saturday's races, Mike Creazzi's San Francisco YC entry, the Santana 35 *Flexible Flyer*, withdrew under pressure from *Wild Flower* concerning the legitimacy of their tactician for the series.



# THE RACING



COURTESY EL TORO FLEET VII

That opened the door for the Richmond YC team to take the regatta with a 1,2,1 record in John Webb's beautiful Cal 39 Mk. IV *Novia*. Webb's crew consisted of Kame Richards (driver), Jim 'SC' Antrim (tactician), daughter Kim Webb, Glen Haubl, John Liebenberg, Scott Owens, Doug Robbins, Erik Soderberg and Don Teakell.

The teeny Little Lipton series was won by St. Francis YC's talented John Oldham and his *Electra* gang (Will Benedict, Tom Dobroth, Ken Glidewell and Mike Haverma).

No one — yacht clubs, participants, race committee, certainly not the press — could get too excited about this event this year. So what ails this formerly prestigious Championship Series? Is this dramatic decline in interest a temporary thing, or are we witnessing the end of this series?

"It's time for some drastic measures," hints Allen. "Next year, don't be surprised if you see a much different format, one which relies more heavily on PHRF. If anyone's got some suggestions, call me at 474-7474."

**BIG LIPTON (IMS)** — 1) *Bullseye*, N/M 43, Bob Garvie/Kimo Worthington, StFYC, 4.5 points; 2) *Swiftsure*, Frers 58, Sy Kleinman/Rob Anderson, RYC, 7. (2 boats)

**LITTLE LIPTON (J/24)** — 1) *Electra*, John Oldham, StFYC, 4.75 points; 2) *Small Flying Patio Furniture*, Melissa Purdy, SFYC, 6.75; 3) *#4306*, Al Sargent, RYC, 6.75. (3 boats)

**LARRY KNIGHT (PHRF 96-150)** — 1) *Novia*, Cal 39 Mk. IV, John Webb/Kame Richards, RYC, 3.5 points; 2) *Wild Flower*, Santana 35, Art Mowry/Bob Bergholdt, StFYC, 4.75; 3) *Limelight*, J/30, Harry Blake, TYC, 10; 4) *Swell Dancer*, Santana 35, Jim Graham, EYC, 11; 5) *Northern Light*, Santana 35, Roger Neatherly, SCYC, 17; 6) *Wide Load*, Santana 35, Bruce Wilcox, BYC, 18; 7) *Flexible Flyer*, Santana 35, Mike Creazzi, SFYC, 24. (7 boats)

## El Toro Region VII Champs

Stockton Sailing Club hosted the El Toro Region VII Championship Regatta on July 17-18, and by all accounts this tune-up for

*Fun on the Ditch: the Region VII El Toro Champs were a preview of the main event — the NAs — starting this week at San Francisco YC.*

the upcoming North Americans (July 31-August 6 at San Francisco YC) was a huge success. "I suppose it just goes to show that if you run enough regattas, you can finally get one right!" laughed race chairman Russ 'Okie' Shroff.

Scheduling the regatta to coincide with the end of the well-attended Richmond YC/Stockton Sailing Club Junior Race Clinic proved to be a stroke of genius. Some 74 juniors had just finished the Clinic, and many elected to stay on through the weekend. Likewise, the Clinic's volunteer kitchen personal (Sue Martin, Marilyn Brown, Sue Jones) hung in there, as did many of its organizers (Pat Brown, Steve Sheppard,

Tom Carlon, John Amen, Steve Jones), who served as race committee for the Regionals.

Three courses were set up on 'The Ditch', two for the kids and one for adults. Winds were a bit on the light side on Saturday, which combined with a 3-knot current to make for some interesting weather legs. "Boats would go from the front of the pack to the back in one leg, only to catch up again on the next leg," explained Russ. "Sailing in a river takes some getting used to!"

Saturday night featured a catered dinner and dancing, followed by stargazing through a 10-inch telescope courtesy of the East bay Astronomical Society. Happily, the wind came up on Sunday to the 6-10 knot range and the current lessened, creating some tight races and exciting finishes. The seven-race series ended by 2 p.m., in plenty of time for the awards ceremony and a leisurely drive

## TIPS FROM THE TOP: DOBBS DAVIS

"International Mystery System". "I'm a Mess". . . Such accolades and worse have been heaped on the IMS (International Measurement System) over the last couple of years as the rule has gotten more widespread use (and abuse). But despite its cool reception, there are signs that the rule is finally starting to be accepted and understood.

The tasks asked of a rating rule are formidable. It must be objective and applicable to all eligible yachts. It must also have eligibility parameters wide enough to encourage participation — yet not so wide as to encompass yachts which are inappropriate for offshore racing. It must also be easy to understand and use by competitors and race committees — not just designers! It's ultimately they who will use, support and amend the rule in order to produce competitive racing — and, ironically, it's at this 'user' level that the problems arise.

### History

Up until a few years, the IOR (Inter-

national Offshore Rule) was doing a fairly good job of providing close racing between well-sailed yachts. By the mid-1980s, a decade after its inception, rule changes were at a minimum and most IOR classes were enjoying healthy competition. The rule became so stable, in fact, that the competitive edge became sought less by design than by innovative use of high-tech materials and construction techniques. Adoption of carbon fiber, honeycomb cores, and titanium in boats produced a more significant psychological edge than actual boat speed advantage — at a vastly greater cost. Participation dwindled as fewer boats were built and expenses soared.

Next came the academicians from MIT who, armed with new software and hardware power, were the first to attempt to develop computer models of sailboat performance. This system, dubbed the MHS (Measurement Handicap System), was the precursor to IMS. The MHS was initially intended and



home. This year, the trophies were Jim DeWitt original watercolors, and 14 of the 20 of these paintings were awarded to juniors. "Seeing the smiles on the kids' faces made the whole weekend worthwhile," claimed Shroff.

**SENIOR** — 1) Al Kentsler; 2) Jim Warfield; 3) Chris Gasparich; 4) Hank Jotz; 5) Dana Shields; 6) Fred Paxton; 7) Russ Shroff; 8) David Albright; 9) Gordy Nash; 10) Paul Fuge. (36 boats)

**INTERMEDIATE** — 1) Will Paxton; 2) Skip McCormack; 3) Mark Breen; 4) Peter Siatta; 5) Chris Sanford. (6 boats)

**JUNIOR GOLD** — 1) Dana Jones; 2) Nick Nash; 3) Jason Martin; 4) Kimbell Hall; 5) Brad Carlon; 6) Chris Greenough; 7) Rusty Canada; 8) Chad Freitas; 9) Suzanne Brown; 10) Jessica Amen. (12 boats)

**JUNIOR SILVER** — 1) John Notman, Jr.; 2) Alex Buddington; 3) Jim Coggan; 4) Pat Brown; 5) Jay Trimble; 6) Ellisa Hemus; 7) Laurel Snetsinger; 8) Whitney Gilmour; 9) Brace Hartwell; 10) Andy Jones. (12 boats)

### High Sierra Regatta

From the last-minute, garbled fax we received, it appears that Fresno YC's family-oriented High Sierra Regatta — now spread out over three weekends in July — was well-attended and fun. A total of 287 boats competed on Huntington Lake during the first two weekends and up to 100 more (mainly Snipes, Mercuries and Fireballs) were expected on July 24-25.

As the informal Lake Circuit winds down

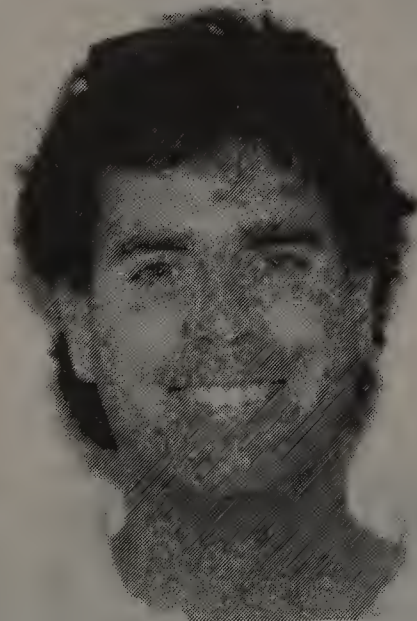
for '93, rumors are once again flying about an organized 'Fresh Water Circuit' being established for next year. "It's long overdue," figures Lake Tahoe's Greg Dorland. "Why not have an 'official' schedule, a few rules, and some overall prizes?"

Seems like a fine idea to us, especially if it means getting coherent press releases with legible results after each regatta! Call Greg at (916) 583-6107 if you have any input on the subject. Results of the first two weekends of the High Sierra Regatta follow:

#### WEEKEND #1 (July 7-10):

**DAY SAILOR-A** — 1) Eduardo Grisetti; 2) Chuck Wilson; 3) Bill Fiock. (29 boats)

**DAY SAILOR-B** — 1) Craig Gifford; 2) Dan



*Dobbs Davis, a pro sailor/freelance writer who claims he's looking for a 'real job', thinks there's hope for IMS yet.*

more efficient, high-aspect foils. The first-generation boats, such as the N/M 46 Col-laboration and the Wylie 45 Kropp Duster, quickly proved to be faster and more fun to sail than their IOR-inspired equivalents.

#### Current Status

As interest in IMS racing grows, more designers and builders have rushed to fill the void left by IOR racing. Responding to the demands of new owners who seek the elusive competitive edge, they have turned towards the use of their own superior VPPs developed during events like America's Cup to produce faster and faster designs. The first breakthrough occurred last year at Key West Race Week where the Farr 44 *Gaucha* bested all boats in a competitive IMS class by sailing boat-for-boat with 50-footers. Her perfor-

Alexander. (11 boats)

**FLYING JUNIOR** — 1) Larry Weatherly; 2) Tom Burden. (11 boats)

**MULTIHULL** — 1) Steve Sherry. (10 boats)

**LASER** — 1) Philip Thompson; 2) Tom Jenkins. (19 boats)

**CATALINA 22** — 1) Tom Page; 2) Frank Stari. (8 boats)

**CAPRI 22** — 1) Charley Star. (4 boats)

**CORONADO 15-A** — 1) Jackie Golison; 2) Allison Jolly. (14 boats)

**CORONADO 15-B** — 1) J. Nicholas. (7 boats)

**LIDO 14-A** — Stuart Robertson; 2) Gib Marshal; 3) Charlie Cummings. (20 boats)

**LIDO 14-B** — 1) Paul Anetil; 2) Roy Woolsey; 3) Dan Schara. (18 boats)

**SJ 21** — 1) Ruth Barcus. (10 boats)

**SJ 21 (working sails)** — 1) Jim Fixel. (3 boats)

**LASER II** — 1) Andy Beckman. (10 boats)

#### WEEKEND #2 (July 17-18):

**PHRF-A** — 1) Pat Bradley (Sant. 525); 2) Jay Phillips (J/24); 3) Nat Gildersleeve (Olson 25). (19 boats)

**PHRF-B** — 1) Dave Mosher (Venture 21); 2) Doug Deppe (O'Day 25). (13 boats)

**VICTORY 21** — 1) Tom Leonard; 2) Don Bonamider. (8 boats)

**SANTANA 22** — 1) Dan Scarbery. (6 boats)

**SC 27** — 1) Jack Allan. (6 boats)

**WYLIE WABBIT** — 1) Jon Stewart; 2) Kim Desenberg; 3) Colin Moore. (10 boats)

**CORONADO 25** — 1) Lewis Wagoner. (5 boats)

**THISTLE** — 1) Michael Gillum; 2) Dean Iwahashi; 3) Ron Smith. (20 boats)

**505** — 1) Jeff Miller; 2) Allison Jolly. (11 boats)

**HOLDER 20** — 1) Gary Albright. (6 boats)

## ON THE IMS RULE

applied to cruiser/racer yachts, with numerous subjective eligibility requirements for interiors and other aspects of design to fulfill the 'cruising' moniker. Part of this survives in the IMS, whose own accommodation requirements are intended to perpetuate the somewhat antiquated notion of dual-purpose yachts.

As IOR began to wane, IMS started to look attractive as an alternative rule for club-level racing. With time and further development of measurement methods, algorithms in the VPP (velocity prediction program, the software heart of the IMS) and procedures for its use on the race course, the system has been adopted worldwide as the current standard for Grand Prix-level competition.

As designers started working with the new rule, it became apparent that IMS boats could benefit from many of the performance-enhancing features which were discouraged by the IOR — lighter displacement with little or no internal ballast, fairer hull forms and

mance prompted a flurry of activity from everyone within the IMS community, including a self-appointed Owners Committee which unilaterally imposed keel draft penalties, an aramid (kevlar) rigging ban and other restrictions in an attempt to limit the influence of so-called 'purpose-built' boats.

The futility of this became quickly apparent, first because none of their decisions went through the regular ORC channels for discussion and approval (and therefore weren't universally imposed), and secondly because new boat orders indicated widespread popularity for lightweight, fast, purpose-built boats. This year's Key West Race Week further demonstrated the performance potential of these boats, with everyone now in agreement that they are far superior to the IOR 'lead mines' of the past.

Another significant problem, however, has been how to deal with the complicated system of ratings. Since each competing yacht has a rating for each increment of wind



# THE RACING

## Plastic Classic

The San Francisco waterfront, for a considerable stretch north and south of China Basin's Bay View Boat Club, echoed with salty good cheer on Saturday, July 17, at the club's 9th Annual Plastic Classic. "It was the best one ever," claimed John Super, BVBC race chairman and major domo of the festival that always excites interest among owners of pre-'70s fiberglass 'classics'.

In fact, this year points as far way as Santa Cruz were represented at the revelry that started before 9 a.m. and went on all day and well into the night. Nearly 300 people crowded the club deck, bar and garden, chomping hot dogs and enjoying two bands, a Jamaican steel combo and a rock and roll group. Some 50 club volunteers participated in ensuring the success of the event.

Fifty-six boats competed in 11 different classes beginning at 2:30 p.m. Worries about no wind proved groundless (or airless?), as a 20-knot breeze sprang up around 1 p.m. and stayed for the duration.

The races shared center stage with the Classic's Concours d'Elegance, a contest that this year put 18 boats between 22 and 50 feet up for judging based mainly on their good looks and upkeep. The contest proved once more the fiction of such notions that fiberglass boats "need no maintenance." What a lot of baloney!

"Gawd, some of these gorgeous boats you could kill for," remarked one of the judges, temporarily blinded by the glare from a dozen coats of varnish. *Tafia*, Jim Meeker's

beautiful grey Cal 34, was voted the prettiest boat overall for the second year in a row..

As usual, a major topic of conversation after the race was the famous BVBC raft, a perilous concoction of planking and floats topped by bovine plastic cutouts. The raft was manned (an unfortunate word) by a fun-loving bunch of boys and girls who enlivened the races with strategically timed moons and frontal displays. This was an official mark of all the various race courses, with each boat required to round the outrageous structure three times.

A Coast Guard cutter was observed trolling by the mark very, very slowly — with all binoculars trained on the sexy raft. Good duty, that!

— jack schreibman  
BVBC fleet captain

## CONCOURS D'ELEGANCE:

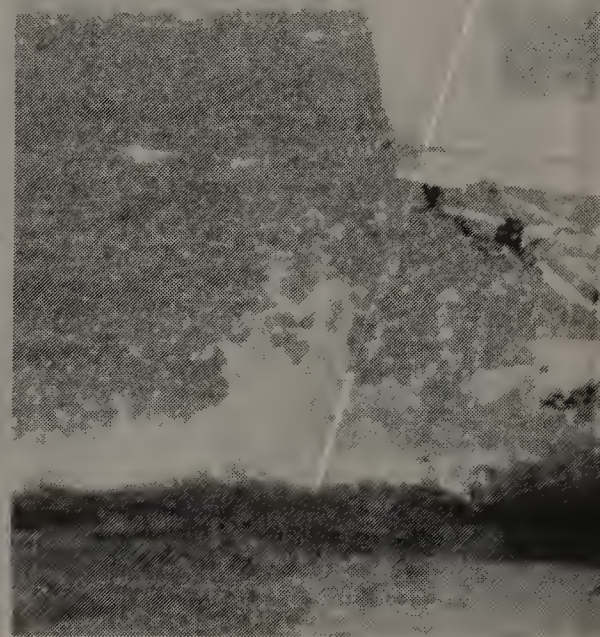
SIMPLEST TO SINGLEHAND — 1) *Tafia*, Cal 34, Jim Meeker; 2) *Ipanema*, Bluenose 24, Cassio Mainardes; 3) *Run Free*, Gladiator, Peter Moorhead.

NICEST INTERIOR — 1) *Absolute Mermaid*, Taichon 30, Dan Murray; 2) *Tafia*; 3) *Siren Soul*, Alden, Jeffrey Davis.

MOST STOCK BOAT — 1) *Run Free*; 2) *Mr. Mistoffelees*, Sanderling, Paul Callahan; 3) *Bamber*, International Folkboat, James James.

## RACE (10.72 miles):

IB 24 — 1) *Artesian*; 2) *Warm Boot*. (5 boats)  
COLUMBIA CHALLENGER — 1) *Quasar*; 2) *Summers End*. (4 boats)



INTERNATIONAL FOLKBOAT — 1) *Skol*; 2) *Reliance*. (4 boats)  
SANTANA 22 — 1) *US*; 2) *White Lightning*; 2) *Go Dog Go*. (6 boats)  
GLADIATOR — 1) *Cat's Paw*. (3 boats)  
TRITON — 1) *Bolero*. (3 boats)  
COLUMBIA 28 — 1) *Jessie Ann*; 2) *Cream Puff*. (4 boats)  
SOLING — 1) *Mach Two*. (3 boats)  
QUARTER TONS — 1) *Navigator*; 2) *War Pig*; 3) *Fun*. (7 boats)  
PHRF SPINNAKER — 1) *20/20*, Cal 29; 2) *Lelo Too*, Tartan 30. (4 boats)  
PHRF NON-SPINNAKER — 1) *Irmelim*, Coronado 25; 2) *Pathfinder*, Ariel; 3) *Hawk*, Alberg 30. (13 boats)

## SSS South Beach Harbor Race

A total of 53 boats sailed in The Singlehanded Sailing Society's South Beach Harbor Race, formerly known as the "Low Budget Race" and/or the "Fun Race." Held on the sunny day of Saturday, July 17, the 25-mile shorthanded contest took the fleet from South Beach to the Brothers and back, via Harding Rock.

Unfortunately, confusion reigned regarding how the time limit should be handled given the 1½-hour postponement. The race instructions specified a 6 p.m. cut-off time, with no mention of an allowance for a delayed start. Many boats, especially the smaller ones, read the instructions literally and quit because they figured they couldn't finish in time. Turns out that was a mistake, as the committee decided to extend the time limit by the length of the postponement, i.e. to 7:30 p.m.

"It was a tough decision," allowed SSS Commodore Pat Zajac. "We'll clean up the race instructions for next year." The moral of the story, we guess, is 'when in doubt, stick it out'.

## IMS RULE, CONT'D

speed for a specified course geometry, the results become critically dependent on the race committee to determine the right conditions on the course. Introduction of software provided by US Sailing has helped in this respect, although the biggest linchpin seems to be the determination of wind speed.

Most committees use the unscientific approach of merely guessing at the wind, or even polling competitors, which can clearly produce some biased results. A more objective system used at last year's Commodore's Cup in the U.K. and at the recent New York YC IMS Regatta in Newport, R.I., is Performance Curve Scoring (PCS), where the elapsed time is used along with each yacht's VPP to calculate an 'implied wind speed'. The boat with the highest implied wind speed sailed around the course fastest relative to its VPP, therefore winning the race. Unfortunately, use of this system becomes complicated (or should we say more

complicated?) when there is significant current, such as here in San Francisco Bay. The Dutch IMS fleet has developed software to deal with this problem, although it's not yet in widespread use.

All in all, the IMS has and continues to produce good racing. At last month's Block Island Race Week, the results were mixed between masthead and fractional rigs, heavy and light boats, and pro and amateur crews. Recent changes in the VPP continue to zero in on individual boats' performance and allow equitable racing for all types of yachts, new and old alike.

Another recent innovation seen at Block Island was to split yachts into 'racing' and 'racer/cruiser' classes to reflect different designs and program involvements. These and other changes continue to offer hope that IMS will keep improving, allowing greater accessibility to competitive handicap racing.

— dobbs davis





*RYC Commodore Del Olsen and his 'Old Dog, New Tricks' will sail in the IC Worlds on the Bay in mid-August. See 'Race Notes'.*

The fifth and last race on the '93 SSS schedule is the always-popular Vallejo 1-2 on October 16-17. "That's a great race for first timers," explained Pat. "It's generally really mellow and you get to experience both single and doublehanded sailing."

#### SINGLEHANDED:

- MULTIHULL — 1) **Sundowner**, Buccaneer 33 tri, Joe Therriault. (2 boats)  
 DIV. II — 1) **Katrina**, Swan 53, Bob Gallagher; 2) **Cheyenne**, Wylie 34, James Fryer. (4 boats)  
 DIV. III — 1) **Stormrider**, Aphrodite 101, Don McCrea; 2) **No Name**, Olson 25, Joe Dial; 3) **Foamy**, Moore 24 SC, Ken Walters. (7 boats)  
 DIV. IV — 1) **Chelonia**, Yankee 30, Ed Ruszel; 2) **Impossible**, Ranger 23, Gary Kneeland; 3) **TGTITW**, Santana 22, Jeffrey Brown. (11 boats)

#### DOUBLEHANDED:

- MULTIHULL — 1) **Trickery**, F-24, Gene Mai. (2 boats)  
 DIV. II — 1) 3 boats; all DNF.  
 DIV. III — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Twilight Zone**, Merit 25, Paul Kamen; 3) **Avocet**, SC 30, Donald Scheer. (9 boats)  
 DIV. IV — 1) **Current Asset**, Islander 30 Mk. II, John Bowen; 2) **Cherubino**, Phillip Gross. (11 boats; all others DNF)  
 EXPRESS 27 — 1) **Jalapeno**, John Stewart; 2) **Presto**, John Todd. (5 boats)

#### **TransTahoe Race**

The 26th Annual TransTahoe Sailing Regatta attracted 58 boats and about 300 sailors on July 9-11. Hosted by the Tahoe Yacht Club and sponsored by Pusser's Rum, the traditional mid-July gathering once again consisted of a Friday night party at TYC (this time a '50's-style sock-hop), the 26.85-mile

race out of Homewood on Saturday, and the Pusser's Rum Painkiller party and awards luncheon on Sunday.

Also in accordance with tradition, conditions for the race were completely unpredictable. "We had a snowstorm during the race in '85," explained race chairman John Utter, "and last year it rained like hell and blew up to 40. You've got to be ready for anything up here!" This time, the wind was light and fluky, necessitating a two hour postponement/water fight.



*Utter chaos: From left, Pusser's Rum VP Bob Reider (a good guy to know!), overall TransTahoe winner Jim Gregory and race official John Utter.*

The race finally got underway at 3 p.m., with three new Melges 24s leading the fleet. Moderate late afternoon breezes gave way to

holes and light canyon-fed zephyrs as the daylight faded, leaving most of the fleet to finish after dark. *Ice Man*, Tim Hahnke's San Diego-based Melges 24, was first to finish just after 8 p.m., followed 25 seconds later by the eventual overall corrected time winner, Jim Gregory's local J/29 *Team Tahoe*.

Gregory's victory was a popular one, as was Utter's third place finish in the Purple Division with his Tartan Ten *True Luff*. "I've run the race for 15 years and never won a trophy before," said John, who insisted that luck, not local knowledge, was the key. "This was one of the best TransTahoes in recent memory," continued Utter. "The water level was up, the number of participants was up after a four-year decline — and some folks actually accused us of being 'organized' this year!"

ORANGE (0-114) — 1) **Team Tahoe**, J/29, Jim Gregory; 2) **Ice Man**, Melges 24, Tim Hahnke; 3) **Carbonated**, Melges 24, Jim Ziebell. (9 boats)

PURPLE (115-149) — 1) **Cisco**, Tahoe 28, Gary Redelberger; 2) **Wanna B**, B-25, John Hartmann; 3) **True Luff**, Tartan Ten, John Utter. (7 boats)

WHITE (150-170) — 1) **Leta B**, Catalina 30, Gary Lucas; 2) **High Frequency**, Wavelength 24, Bill Quinn/Steve Woods; 3) **Xurgorth 648**, Olson 25, Lee Pryor. (7 boats)

BLUE (171-200) — 1) **Big Chief**, Ranger 28, J.C. Krise; 2) **Another White Boat**, J/24, George Peck; 3) **Not to Worry**, Ranger 26, Harvey Perman. (7 boats)

GREEN (210-up) — 1) **Madman Across the Water**, Santana 20, Steve Katzman; 2) **Dove**, Ranger 23-TR, Bill Wahlander; 3) **Molly**, Capri 22, Paul Descalso. (8 boats)

GOLD (non-spinnaker) — 1) **No Name**, Catalina 27, Charles Prevel; 2) **The Sting**, SC 36, Lance



# THE RACING

Drew; 3) **Misty Blue**, Catalina 22, Curtis Jacquot. (10 boats)

EXPRESS 27 — 1) **Meeta**, Don King; 2) **Express Yourself**, Robert Turnage/Jeff Feige/James Courcier; 3) **Mantis**, Rich Tofte. (5 boats)

MOORE 24 — 1) **#43**, John Clauss/Rich Hodges; 2) **Brio**, Tom Petty; 3) **Free Flight**, Pat Mitchell. (5 boats)

OVERALL — 1) **Team Tahoe**; 2) **Iceman**; 3) **Cisco**; 4) **Carbonated**; 5) **Elusive**; 6) **Wanna B**; 7) **Leta B**; 8) **Been There, Done That**; 9) **True Luff**; 10) **Zilla**. (58 boats)

## Laser PCCs

Heavy talent graced the Olympic Circle on July 9-11 when Richmond YC hosted the Laser and Laser Radial Pacific Coast Championships. True to form, the Bay served up 20-30 knots of breeze and a nasty chop during the 7-race, 1-throw-out series. "Capsizes and breakdowns kept our seven patrol boats buzzing," claimed race chairman Kers Clausen. "The average life span of an upper mast section was about four races. We carried a bunch of replacements to pass out on the water!"

About half the 53-boat Laser fleet came from out of state, indicative of just how serious the competition has gotten now that the class has been granted Olympic status. All five members of the U.S. Sailing Team's Laser squad were in attendance (Texan Steve Bourdow, the new Stanford sailing coach, finished highest in third), but in the end it was a 22-year-old Canadian, Orlando Gledhill, who topped the fleet and earned a berth at the Laser Worlds.

"It was really intense racing," claimed Kers. "Fortunately, there were no whiners in the group — though we did hear some complaints about not having the strength left to climb the stairs up to the clubhouse bar after the racing!"

Patrick Whitmarsh, a hot junior sailor from Carmel, aced the 13-boat Laser Radial class with straight bullets. Other notable finishes were turned in by the talented Camet clan, all of whom took trophies home to San Diego: big brother Alex was fifth in the Lasers; Brian was 12th, earning the trophy for top junior; and Giselle was third in the Laser Radials.

## LASER PCCs:

1) Orlando Gledhill, Toronto, 10 points; 2) Scott Milnes, Middletown, RI, 13.75; 3) Steve Bourdow, Heath, TX, 16; 4) Bern Noack, North Bradford, CT, 17.75; 5) Alex Camet, San Diego, 34.75.

Top NorCal finishers: 15) Russ Silvestri, 96 points; 16) John Oldham, 99; 23) Paul Dietrich, 147; 35) M. Thirumalai, 201; 36) Will Benedict,



*Berkeley Circle badge: A dejected Laser PCC contender contemplates the ignominy of re-joining the fray with a 'mudhead'.*

204; 41) Don Nazzal, 243; 42) Bruce Edwards, 245; 43) Paul Allen, 249; 44) Jason McCormack, 253. (53 boats)

## LASER RADIALS:

1) Patrick Whitmarsh, Carmel, 4.5 points; 2) Giselle Camet, San Diego, 15; 3) Rebecca Harris, Vacaville, 18. (13 boats)

## Box Scores

Following are results of several regattas that occurred on July 24-25, our deadline weekend. More details next month, maybe.

## SILVER EAGLE (Island YC; 75 miles):

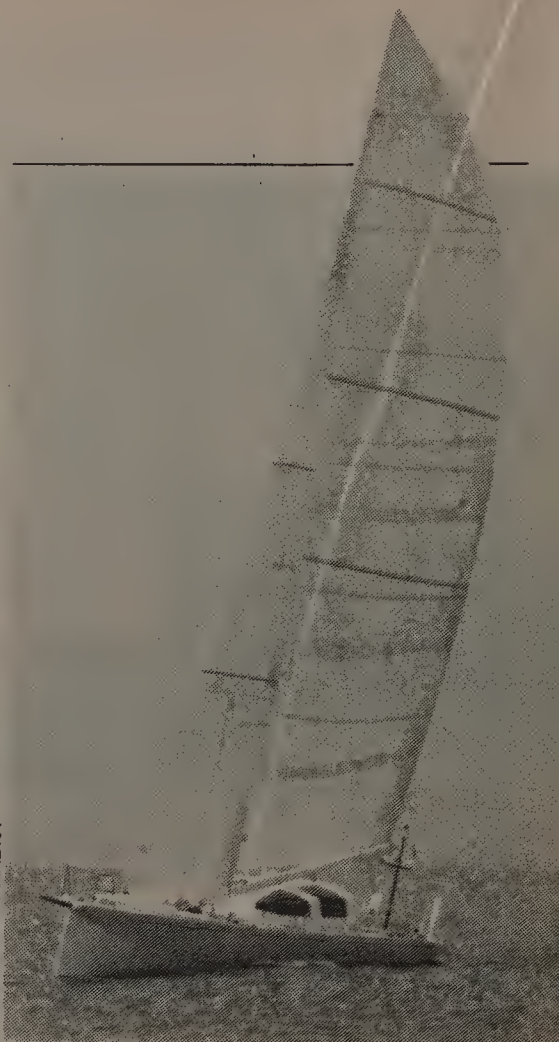
DIV. I (0-96) — 1) **Bullseye**, Tripp 40, Bob Garvie; 2) **Warlock**, Express 37, Blake Pelletier; 3) **Dolphin Dance**, SC 50, Dave Sallows; 4) **Family Hour**, Olson 30, Bilafer Family; 5) **Punk Dolphin**, Wylie 39, Jonathan Livingston. (13 boats)

DIV. II (97-162) — 1) **Uptight Emma**, Olson 911S, Scott Owens; 2) **Alert**, Wylie 36, Mike Lingsch; 3) **Breakaway**, J/30, Dale Mead; 4) **In The Bag**, J/29, Wadbrook/Bagg; 5) **Praise**, Freedom 36, Ken Joy. (16 boats)

DIV. III (163-above) — 1) **Current Asset**, Islander 30 Mk. II, Bowen/Bowen/Manuel; 2) **War 2**, Schumacher 26, Roger Peter; 3) **Riffraff**, Santana 22, Erik Menzel; 4) **Lost Miner**, Catalina 27, Gary Hausler; 5) **Caution**, C&C 25, Mark Jensen. (13 boats)

MULTIHULL — 1) **Pegasus**, F-27, Andrew Pit-

COURTESY ALEXANDRA



*The latest American BOC boat, the 50-footer 'Alexandra', seen here in sea trials off Cape Cod.*

cairn; 2) **Aotea**, Antrim 40, Peter Hogg. (7 boats; all others DNF)

OVERALL — 1) **Uptight Emma**; 2) **Bullseye**; 3) **Current Asset**; 4) **Warlock**; 5) **Alert**; 6) **War 2**; 7) **Dolphin Dance**; 8) **Family Hour**; 9) **Breakaway**; 10) **Punk Dolphin**. (49 boats)

## ISLAND TO ISLAND (Andreas Cove YC; 107 miles)

1) **Georgie Girl**, Newport 30 Mk. I, Tom Goodwin; 2) **Pogo**, Newport 30 Mk. II, Herb Heil; 3) **Fast Freight**, Newport 30 Mk. III, Bob Harford; 4) **Grayeagle**, Express 27, George Koch; 5) **Big Bamboo**, Beneteau 305, Chris Longaker; 6) **Lynda Gail**, Island Packet 35, Mark Grimm. (12 boats; all others SIM — 'stuck in mud')

## SBRA ROVANPERA REGATTA (Encinal YC; 9 races):

NOVICE — 1) Laurel Snetsinger, 5.25 points. (2 boats)

EL TORO — 1) Dana Jones, 14 points; 2) Nicholas Nash, 23.5; 3) Kimball Hall, 25. (10 boats)

LASER — 1) Yano Casalaina-Martin, 7.5 points; 2) Jerrod Claypool, 13.5. (5 boats)

## ZELLERBACH REGATTA (St. Francis YC; 7 races):

IMCO — 1) Ted Huang, 6.5 points; 2) John Callahan, 14.75; 3) Tim Dunlap, 23; 4) Chris Radkowski, 27; 5) Bill Martinson, 49. (12 boats)

LASER — 1) John Oldham, 7.25 points; 2) Madhavan Thirumalai, 9.5; 3) Paul Dietrich, 17; 4) Simon Bell, 26; 5) Larry Swift, 29. (9 boats)

FINN, EURO — No starters.



**NORTH BAY SERIES** (Benicia YC; 3 races):

DIV. A (0-161) — 1) **Phoenix**, Express 27, Kim Harbeck, VYC, 2.25 points; 2) **Freestyle**, C&C 33, Dave Jones, BenYC, 6. (5 boats)

DIV. B (162-199) — 1) **Alte Liebe**, Ballad 30, Jerry Martin, BenYC, 6 points; 2) **Faraway**, O'Day 27, James Mueller, VYC, 8.5. (4 boats)

DIV. C (200-above) — 1) **Rascal**, Ranger 23, John Arisman, VYC, 1.5 points; 2) **Risky Business**, Santana 22, Tom Rolfe, VYC, 5. (4 boats)

DIV. D (non-spinny) — 1) **Warwhoop**, Contessa 33, Chuck Hooper, BenYC, 1.5 points; 2) **Duende**, Cal 40, Dan Hayes, PittYC, 4. (6 boats)

**Race Notes**

Speed freaks: "After you've sailed an IC, all other boats are boring," claims Richmond YC Commodore **Del Olsen**. "It makes a 505 seem like just a fast Snipe." Olsen, along with local sailors **Erich Chase** (current NA champion) and Fran DeFaymoreau, will be among the 60-65 competitors in the **International Canoe (IC) Worlds** at Richmond YC on August 7-15. This truly international regatta should be a real spectator treat — weighing just 200 pounds all-up, these overcanvassed dinghies are the fastest one-man monohulls in the world. They're scary fast, able to plane at speeds between 12-20 knots when they're not capsized (which apparently is a lot of the time). Many past IC world champs will attend — e.g., Steve Clark (USA, '84), Lars Guck (USA, '90) and Robin Wood (UK, '87) — as well as several current European champions. Should be a great show!

Lonely guys: Five relatively obscure American solo sailors are hoping to sail in the **1994-'95 BOC Challenge**, which starts from Charleston, SC, on September 17, 1994. We've written previously about a pair of 60-footers, **Mike Carr's** recycled aluminum, hardchined *Imagine* project (April Sightings) and **Ray Thayer's** *Wild Thing* (May Sightings). Those efforts appear fairly solid to make the starting line, despite *Wild Thing's* recent dismasting after the Swiftsure Race. Two other 60s, both currently underfunded, seem less certain: Tim Troy's Maryland-based *Margaret Anna* (ex-*Jarkan Yacht Builders*) and Alabaman Mike Pierce's new *Emmas*, just being started. The only Class II American boat (50 feet) was just launched by Concordia Custom Yachts in Massachusetts for Andrew Upjohn. Named **Alexandra**, the Peter Ebbutt-designed yacht is optimized for the downwind portions of the 27,000-mile singlehanded race. While American interest in shorthanded globe-trotting is growing, none of these efforts

should pose even a remote threat to their French counterparts.

Casual guys: **Seadon Wijzen** and his *Casual Contact* team (boat owner Don Oliver, Mike Herlihy, Seamus Wilmot, Rick Merriman) came in a very respectable 10th in a 62-boat fleet at the **J/24 Worlds** last month in Wales. Ken Read, a Sobstad sailmaker from Newport, RI, won for the fifth time. . . Meanwhile, the Belvedere brother/sister act of Tom and Melissa Purdy qualified for the next J/24 Worlds, to be held in January in Melbourne, Australia. They made the grade by running away with the **J/24 Western Regional Championships** in Seattle in late June with their *Small Flying Patio Furniture*. Melissa, arguably the best woman sailor on the Bay right now, does the driving while Tom handles the foredeck.

Pegging the fun 'metre': With the recent addition of three new boats, there are now a dozen **11:Metres** on the Bay (and 4 more in Southern California). The new owners are **Tim Scherer**, whose unnamed maroon boat will be campaigned by Sobstad's Seadon Wijzen; a syndicate from San Francisco YC (**Peter Dilling**, **Jack MacAllister** and **Peter Lassettor**) with an as-yet unnamed blue boat; and **Priscilla Troy**, who will sail her yellow *Susie Kate's* out of St. Francis YC. Unfortunately, the latter boat's maiden voyage on July 17 was less than successful, as the mast broke due to 'operator failure' during a jibe off the Cityfront. According to salesman John Sweeney, it's the first dis-

championship series after 7 of 16 races. The 11:Metres will hold their Nationals in conjunction with the NOOD Regatta on Labor Day Weekend.

Road warrior of the month: After gutting out the windless Encinal/Santa Barbara Race with his yellow Hobie 33 **My Rubber Ducky**, Fremont's Lee Garami towed his boat more or less straight up to Washington for the **Hobie 33 Nationals**, held in conjunction with Whidbey Island Race Week on July 12-16. Lee and his crew (Terry Palu, John O'Neill, Randy Griffin and Canadian Neil Cockburn) finished fifth out of 13 Hobies, suffering a little in lighter-than-expected conditions. Incidentally, the Yachting-sponsored **Whidbey Island Race Week** attracted 175 boats and 1,200 sailors this year, the best ever turnout for this classic Northwest event. Seattle sailmaker **Keith Lorence** took five bullets in his Olson 30 *Wild Fire* to win boat-of-the-week honors (a Magellan 5000 GPS worth \$1,800!). "Check this regatta out," encourages Garami. "The Northwest is beautiful, and the people couldn't be nicer. It's worth the road trip!"

Briefly noted: Chuck Tripp of Redondo Beach won the **Laser Masters PCCs** at Klamath Falls, Oregon, on June 25-27. Tripp bested a 28-boat field of 'senior citizens' (well, over 35 years old). . . **San Rafael YC** recently emerged as a strong contender for the '93 Bay Area Moosehead Award for the worst race committee screw-up of the year. After setting the inflatables for an ODCA race

LATITUDE/ROB



**The Mighty Ducks:** Lee Garami, second from left, and the crew of 'My Rubber Ducky' enjoyed everything about Whidbey Island Race Week.

masting among the 225 11:Metres now in existence. On a more positive note, **Alister Murray's** black *Ronstan* is leading the class

at Southampton Shoals on July 27, they disappeared without a word due to 'engine failure'. Apparently a substitute committee boat showed up two hours later, but everyone had long since gone home. . . Jim Warfield won the El Toro division of the



# THE RACING



LATITUDE/ROB

**Mayor's Cup Regatta** on Lake Merritt on July 4th. Other top finishers in the 20-boat fleet were: 2) Tom Burden; 3) Fred Paxton; 4) Chris Gasparich; and 5) Will Paxton. . . Bill and Melinda Erkelens teamed up with Jon Stewart on his *Jumbo* to narrowly win the **Wylie Wabbit Nationals** at Lake Huntington on July 16-18. Colin Moore (*Kwazy*) was second followed by Head Wabbiteer Kim Desenberg (Mr. McGregor).

Scandal du jour: A strange incident marred the otherwise excellent **Block Island Race Week** on June 21-25. During the 'Round the Island Race', a crewman on *Top Gun* fell overboard and spent about 10 minutes in 59° water before being rescued by another boat, which apparently will receive a US Sailing Medal for the relatively elementary rescue. The perturbing aspect of the event is about half a dozen boats allegedly sailed blithely past the man in the water, in some cases throwing over horse-shoe rings and then continuing to race. Perhaps these unenlightened folks need to be reminded of Fundamental Rule A of the Racing Rules: "Every yacht shall render all possible assistance to any vessel or person in peril, when in a position to do so."

A total of 169 boats, plus one unofficial one — **Dennis Conner's** red Whitbread 60 *Winston* — sailed the 7-race series at Block Island, up from 142 boats two years ago. The level of competition apparently was reminiscent of the SORC in its heyday: 42 boats competed in the largest American gathering of IMS boats to date. The other 75% of the fleet raced in PHRF divisions, a Swan class and J/35s (17 boats), the new J/80s (10 boats) and J/24s (7 boats). Winner of the big-boat IMS class was — surprise! —

**Buddies J.P. Cling (left) and Will Benedict are Houston-bound. Cling will represent Area G in the Bemis; Benedict will sail in the Sears Cup.**

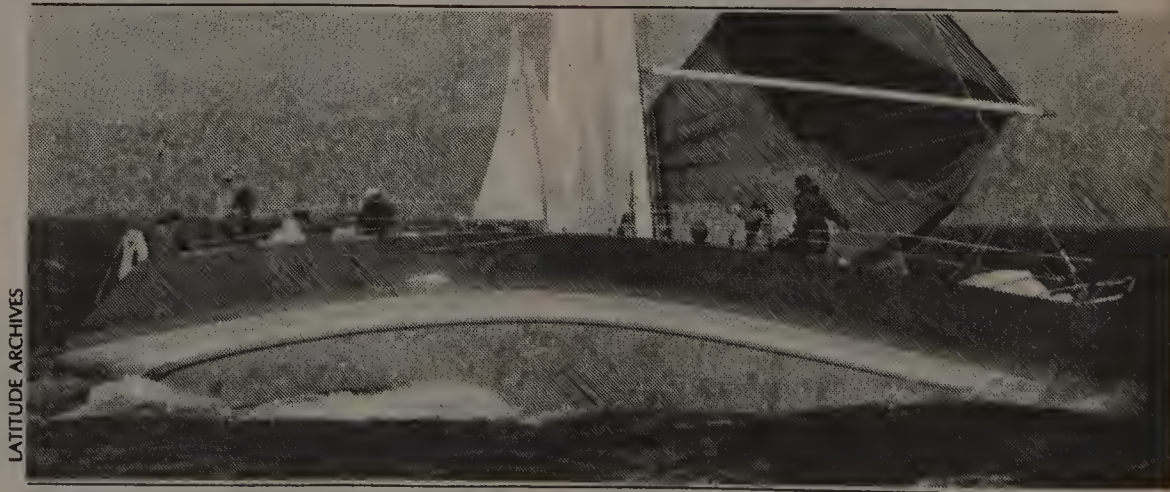
the 1984 Frers 62 *Merrythought*, co-skipped by owner Jack King and **Gary Jobson**. They defeated a slew of purpose-built IMS machines like *Infinity*, *Gaucha* and *Full Cry*, prompting Jobson to declare, "The (IMS) rule is working pretty well."

Young guns: Area G will be represented at the **US Sailing Junior Championships** in Houston on August 14-21 by **Skip McCormack** in the Smythe (Lasers); skipper **J.P. Cling** and Dave Chatham in the Bemis (420s); and skipper **Will Benedict**, Rowan Fennell and Yano Casa-

the Southampton Course in early July.

Whitbread countdown: Excitement is mounting in Southampton, England, as the 16-boat fleet assembles for the start of the **'93-'94 Whitbread Round the World Race** on September 25. *Winston*, Dennis Conner's W-60, arrived in fine style, winning the 3,000-mile RORC Gold Cup New York to Southampton Race in 12 days, 8 hours. Conner, co-skipper **Brad Buttersworth** and their international crew claim to have broken the 185-foot schooner *Atlantic's* 98-year-old 'Ambrose Light to the Lizard' record by six hours in the process. Conner was impressed by his new toy, especially in heavy reaching conditions. "The W-60s will have their moments when they have a bellyful of water," he predicted. "The uniqueness of 400 mile days will be gone by the end of this race."

*Winston* easily beat two other W-60s, *Dolphin & Youth* and Nance Frank's *U.S. Women's Challenge*, as well as a 6-boat IMS fleet led by *Broomstick*, the boat that won line honors in the recent Capetown-Rio Race. Will Dennis actually sail any of the Whitbread Race? You make the call, based on what he said after the race: "The exhilaration of going fast doesn't make the conditions down below something that anyone could enjoy. It is very wet and every time there's a sail change, more water is brought down below. You're living in something like **100% humidity**. We only have one hatch and there is no way to dry out. If the generator is running there is a smell of diesel and at night it's dark because the lights on (down below) disturb the helmsman. There are only four usable bunks, but it's not unbearable. It's not torture, and



LATITUDE ARCHIVES

**Former IOR broach-coach 'Aleta', shown doing her thing in an early '80s Big Boat Series, has been reborn as a liveaboard cruiser/racer.**

liana in the Sears (J/22s). Each earned the berth at the finals by besting their peer group at the Richmond YC-hosted semi-finals on

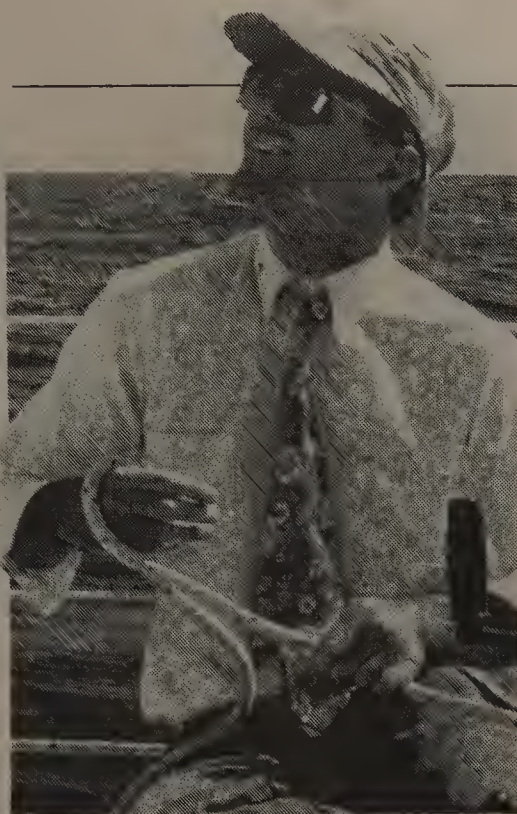
the crew is young and agile — they won't have any trouble."

Girly boats — not!: University of Hawaii All-American sailor **Morgan Larson**, currently homeless ("I'm living out of a duffel bag this summer!"), won the **U.S. Europe**



**Dinghy Nationals** on Lake Tahoe on July 2-4. Other top finishers in the 17-boat field were: 2) Luther Carpenter; 3) Jonathan McKee; 4) Courtenay Becker; and 5) Charlie McKee. Larson's next stop is the Europe Dinghy Worlds in Denmark on August 1-8, an event which will draw 100-boat fleets of both men and women. "This class is huge in Europe, and is just starting to catch on in the States," said Morgan. "They're like a souped-up Laser, only more fun — it's more technical, more fragile and more expensive. And it's not just for girls!"

Happy days: San Francisco architect Keith Brown just bought the blue Peterson 46 **Aleta** from down south. Keith will live aboard **Aleta** — his first boat — at Pier 39 while readying her for offshore sailing, specifically next summer's Pacific Cup. "Old IOR boats are still a lot of fun to sail, and they're a terrific bargain," notes Brown. . . Offshore veteran **Scott Owens** recently purchased the HDA-winning Olson 911S **Wavetrain** from Rick Caskey. Never at a loss for boat names, Owens considered renaming it *Zen Master With An Attitude* before settling on *Uptight Emma* "for this



COURTESY HEART OF GOLD

*Scott Owens, a snappy dresser and connoisseur of odd boat names, will be tough to beat with his new Olson 911S.*

week at least." Scott won't really start campaigning *Emma* until next summer, but he couldn't resist entering the Silver Eagle —

which he won overall!

**Hal Nelson** has sold his well-travelled maroon Mac 65 **Zeus** to John Saporito, who will use the boat for day charters out of Newport Beach. Hal is considering another big boat, but in the meantime he's got two new small toys: the Olson 30 **Cheers**, which he bought from his son Carl, and a Columbia Sabre he just picked up from the Sea Scouts. . . Dave Furbush just bought a J/80 which he christened **Been There, Done That**. . . Moore 24s seem to be making a comeback — there are now three at Tiburon YC, and seemingly everyone in Santa Cruz wants one. Even **Dave Hodges** and **Doug Kirk** (*Stray Cat*) just bought a used, as-yet unnamed Moore 24. Hodges will keep his Andrews 30 *Details*, but his J/24 *How Rude* is on the block.

Grand prix notes: Giorgio Carriero's *La-rouge* won the **Two Ton Worlds** last week in England. A special dispensation was made to allow the series to count with only seven boats instead of the mandatory eight. *Shockwave* ended up a close second; *Rubin XII* was third. The **Admiral's Cup**, minus a U.S. team, is next on July 29-August 12.



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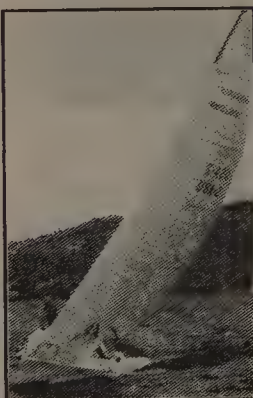


Photo by Roger Hakeman

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# CHANGES

With reports from the *Society Islands*, the *Marquesas*, the *Mediterranean*, the *Tuamotus*, *Hawaii* and the strange, exotic *Florida Keys*. Also this month, a report on cruising *El Salvador*, the aftermath of *Hurricane Calvin* in Mexico, and a whole mess of literary grits — fiber for the mind — in the form of *Cruise Notes*.

## Wild Rumpus — C&C 38

Dan & Lyle

### Sailing & Surfing The Societies (Tiburón)

We got beat like a gong by a strong southerly on February 24 when we left San Francisco for Santa Barbara. After drying out for a few days, we headed straight for the Marquesas, having already cruised Mexico a couple years before.

The trip across the Pacific was great. We caught lots of fish and had mostly fair winds once we reached the trades. For about four days in the 'teen' latitudes, we had an uncommonly strong northeast breeze. During

#3. When the wind turned light and variable at the InterTropical Convergence Zone, we took turns towing each other on surfboards behind the *Rumpus*; it was loads of fun and will have been good practice should we ever need to recover someone who has fallen overboard.

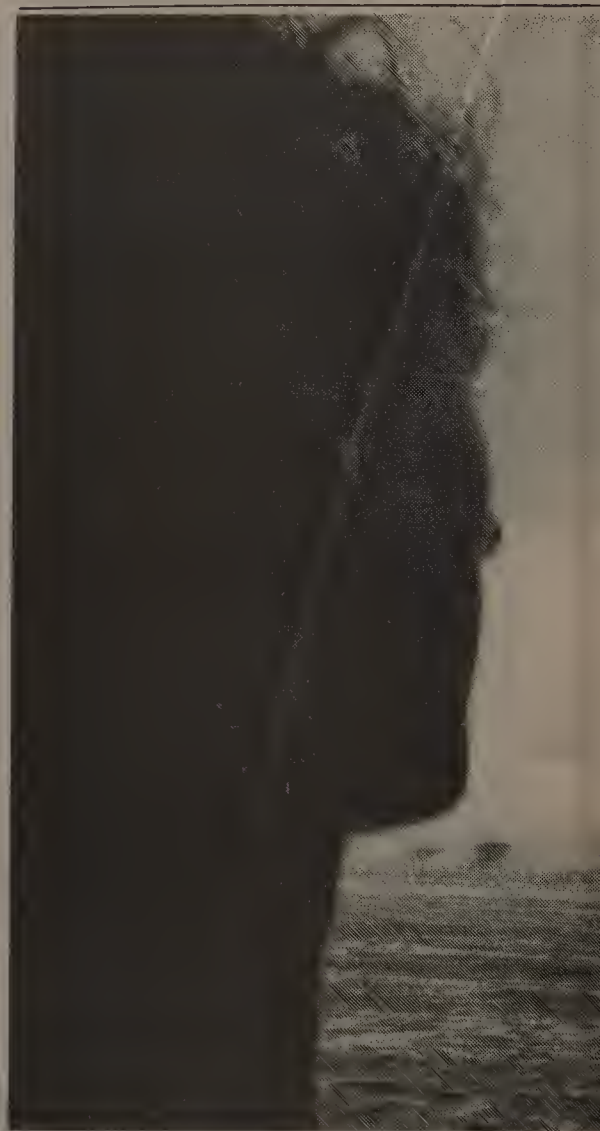
Becalmed at the equator, we ended up getting roaring drunk and piercing our ears — which we'd heard was a tradition on the old square-riggers. Lyle put in a big pirate-style gold hoop in his lobe, while Dan went with the stainless shackle from the old topping lift. It was a grizzly operation, but both of us think the rings make us look pretty nautical.

We made our landfall at Nuku Hiva after 22 days. Shortly thereafter we fell in with a gang of rather hard-partying veteran cruisers, so the memories of our stay in the Marquesas are a bit fuzzy. But here's what we recollect:

1) We hiked to several peaks and waterfalls. 2) We had a couple of feasts and one great jam session on the beach with the locals, most of whom play an instrument of some sort. 3) We wanted to do some climbing, so we spent a lot of time thrashing around in the jungle among the Dr. Seuss-designed plants and animals looking for decent exposed rock. Unfortunately, most of what we found was rotten and crumbly; unsuitable for our purposes. We finally found a marginal face above Daniel's Bay and put up an interesting but sketchy route. 4) We shared a couple of anchorages with Jim and Sue Corenman of Alameda and their beautiful *Heart of Gold*. 5) The locals traded us massive heaps of fruit for some of our climbing gear.

As soon as the cyclone season seemed good and over, we headed for the Ahe in the Tuamotu Archipelago. We got hit by a few squalls enroute and were close-handed almost all the way, but it was a nice change not to have to worry about VMG ratios and apparent wind for awhile.

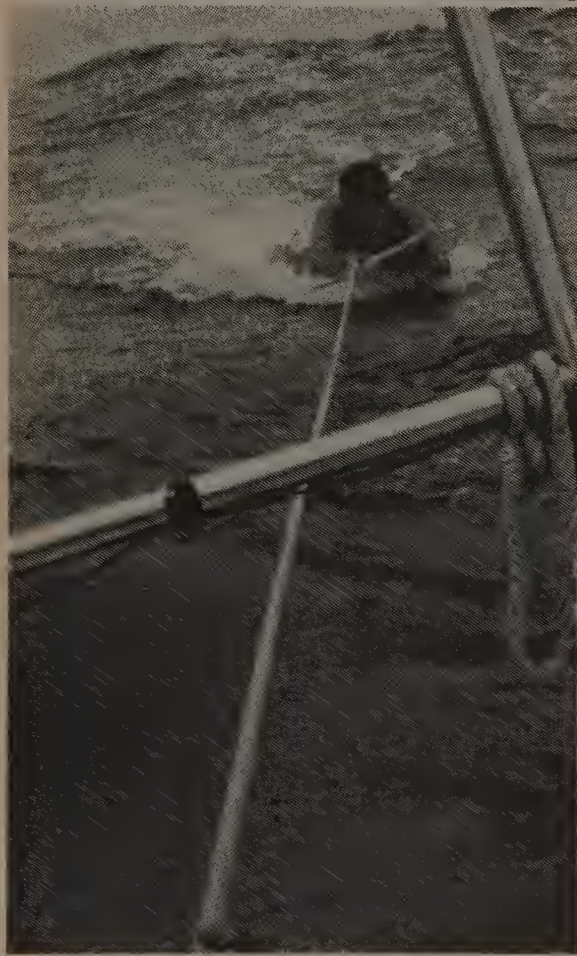
We visited Ahe because our friend Josh Humbert — who recently moved there from the Marin County enclave of Ross — had told us that the surfing was good. Sure enough, as we entered the atoll we could see clean, hollow waves breaking down both



sides of the pass. It was a magic moment for us, because the reason we'd come to Polynesia was to find surf. Josh saw us come in and met us with his skiff. He led us to an anchorage near the black pearl farm that he operates with his father, Patrick. Within an hour we were back at the pass riding tubular perfection. It was a long time dream come true!

We surfed the pass at Ahe every day for a week and caught lots of good waves. But it was a scary break, because the water over the jagged reef is so shallow and because the pass is so shark-infested. On our last day, we snorkeled the surf spot at the pass and spotted dozens of white tip, black tip, and gray reef sharks. One became so inquisitive we had to fend him off with the butts of our spear guns.

Frankly, we're not sure how dangerous the sharks are. Josh, Patrick and their colleagues spend several hours each day in the water with 'the boys' while working on their pearl stations. They say everybody usually gets along fine, although they occasionally have trouble with an aggressive shark. All of the men have been menaced, snapped at, bumped, chased and hounded at least a few times. Josh is the third person



Lyle, riding the wild surf in the ITCZ.

this time the fun-meter seldom dropped below 7 and frequently scored 9s and 10s — mostly under a reefed main and poled-out





COURTESY WILD RUMPUS

*A long-hair, Josh, and ascetic surf monks Lyle and Dan.*



*Cowabunga! Josh watches a Tahitian surfer get squashed at Haapiti.*

to have ever surfed the pass. Since the second guy who tried it was attacked by a shark, Josh always surfs with one knife strapped to his leg and another to his arm.

When not surfing, we hung out at Josh and Patrick's house — which is built on pilings driven into a submerged coral head in the lagoon. They never fish near their house, so the water four feet below their deck teems with parrotfish, morays, sharks and other sea life. They also have a tank filled with their 'livestock' — a small herd of baby turtles. Patrick wants to make them into soup, Josh wants to release them.

One night Josh and Patrick hosted a huge feast. Dozens of people from the village showed up with guitars and ukeleles, so we ate, drank, and jammed long into the night. We learned some wonderful Tahitian songs from the locals, while our Grateful Dead and Jane's Addiction numbers were very well received. Most of the young Polynesians are into California culture.

Josh joined us for the trip to Tahiti. Quickly dealing with Customs and provisioning in Papeete, we sailed over to

Club Med on Moorea to attend the second wedding of Neil and Chris Mason, a wonderful Marin County couple. We'd planned to return to Papeete immediately, but there was an excellent point break right in front of the Club Med. We made several close friends among the guests and staff, so we hung around a while, surfing by day and ruining the discotheque with our dance moves by night. A ripplin' good time. But after a week or so we were all pretty well dinged up from bouncing on the reef and worn out by the debauchery. Furthermore, the managers of the Club seemed to be getting a little bugged by our early morning walks-of-shame through the village. So we cruised back to Tahiti bringing a Dutch girl named Caroline with us. She'd decided that sailing looked like more fun than Club Med — and ain't that the truth!

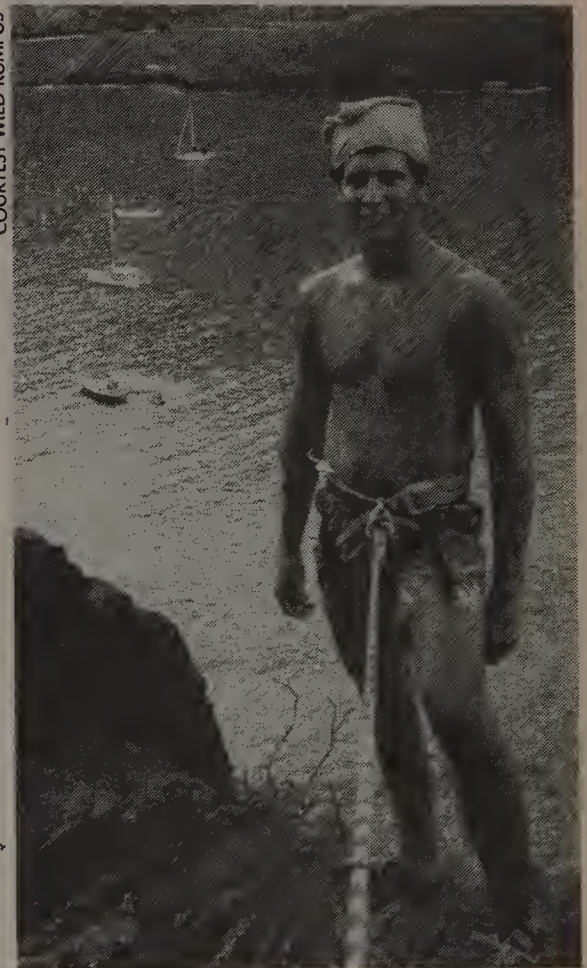
There had been a big southwest swell running, so after another stop in Papeete we continued on to the west coast of Tahiti-iti to check out a world-class left that Josh had surfed before. By the time we got there, a strong southeasterly breeze had filled in, making the waves really weird and almost unrideable. We stayed for a few days anyway, catching up on our sleep and playing hoops and volleyball with the local kids. Anchored directly in front of the school,

we were very favorably impressed with the Tahitian curriculum: almost all day long the kids were out in the yard playing ball, swimming, singing and practicing on their recorders (*Jingle Bells* was a big favorite). It looked quite scholarly to us.

We wanted to make the most of our remaining days in the Societies, so Dan and Josh decided to try Haapiti, Moorea, a notorious swell wave magnet. Lyle wanted to see more of Tahiti, so we left him there to do a hitch-hiking tour of the east coast beach breaks. He found some good waves and met a lot of nice folks, including a lovely Tahitian girl. Through her, he ended up staying at the home of Kaipo Jaquiez, the world champion amateur surfer.

Almost all of the Tahitian surfers we met were very cool. We were always careful to behave like guests at the crowded breaks,

COURTESY WILD RUMPUS



*Lyle having scaled the peak behind Daniel's Bay, Nuku Hiva. 'Gjoa', 'Solitude', 'Dutch Maid' and 'Wild Rumpus' are in the background.*

and the locals were usually gracious and friendly — especially when they learned we were from California. We did pick up on



# CHANGES

some anti-French sentiment among the natives. We'd shaved our heads after the fashion of ascetic surf monks, and had a little trouble in a bar in Papeete one night when we were temporarily mistaken for French soldiers.

Haapiti was double-over-head with bigger sets — really huge. We'd surfed bigger waves back home, but never over a shallow reef, and these waves were sickeningly hollow and fast. We were both really scared when we first paddled out, but after a few bad wrecks began to get the take-off dialed in. Soon we were tearing up. Oh, it was so much fun!!! The several long sessions we had there were among the best of our lives. Cowabunga!

About five minutes ago we spotted Huahine. We're on our way to Raiatea to put the boat away in the Moorings' yard for a few months. Josh hopped a ride back to the pearl farm on a copra boat. Dan and Lyle have to fly back to Alaska to work in the commercial fishing industry. But it's been a ball. Many thanks to the good people at West Marine in both Sausalito and Oakland, as well as Svendsen's, Scanmar (our Monitor vane works great), Dean Denny Surfboards, Scott Miller Surfboards, and *Latitude 38* for advice, gear, and inspiration. Go now!

— dan peterson 6/10/93

## **Aztec — Cape North 43 Bob & Ginnie Towle Med Memories (Sebastapol)**

Are you working so hard now that you seem to have lost sight of how enjoyable life can be? That's the situation Bob Towle found himself in back in 1980. The then 58-year old architect was no longer pursuing his passion, which is architecture. Instead, he'd become a major projects manager, the result of having been kicked up the ladder of 'success' a few rungs too many.

"My life was all meetings, and there was the tremendous stress of always having to try to keep two opposing sides together on huge projects," he remembers without any fondness. With his blood pressure rising and quality of life plummeting, Bob and his wife Ginnie took a little time off work to help a friend sail the Farallon Clipper *Debit* to Mexico.

"It was so much fun!" says Ginnie. It was more than fun, it changed the lives of the former Sausalito and Tiburon yacht club members.

In the winter of '82-'83, Bob took a six-



month leave of absence from work so they could cruise Mexico aboard their Santana 37. It was a test to see if Bob should retire so the two of them could cruise full time.

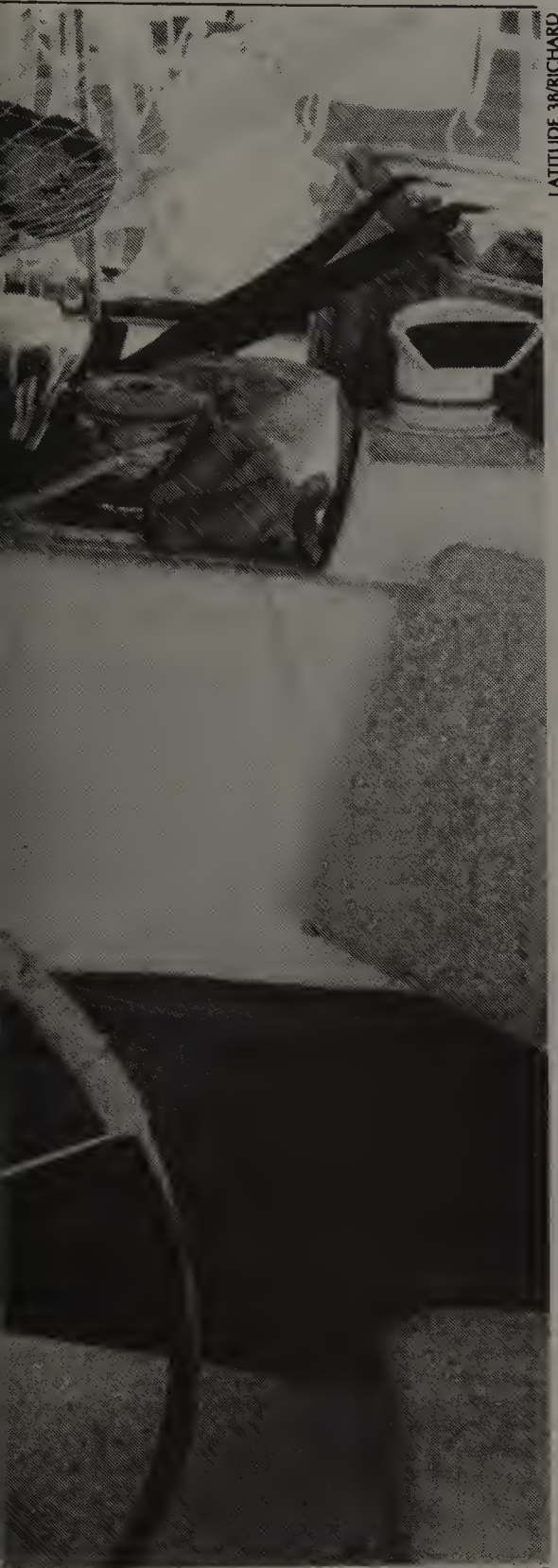
"Our cruise to Mexico settled everything," says Bob, "When we returned home, we decided we'd sell everything, buy a boat in Europe and cruise the Med for three to five years." Of course, cruises never go according to plan. The Towles found cruising the Med to be so wonderful that they ended up staying eight years. "And we didn't even get a chance to scratch the surface!" says Bob.

*Bob & Ginnie Towle and Lord Byron, enjoying the relaxed life aboard 'Aztec' in the West Indies.*

Making major transitions takes time, however, so it wasn't until the summer of 1985 that the Towles found themselves aboard a plane to Mallorca, where they would begin their search for their dream boat. Planners by nature, the couple — who have been married for 38 years — had a specific list of requirements for their cruiser: center cockpit, two heads, U-shaped galley, nav station and aft cabin.

Just before they left the Bay Area, they saw an ad in *Latitude* for a California-owned





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weekend use.

The Towles cruising companion for almost the entire eight years has been their beloved cat, Lord Byron. "He was dumped on the dock on the Italian Riviera when he was six months old by some heartless American boat," says a disgusted Ginnie. "He's been a wonderful companion to us — and has even been featured on Italian television three times."

"The amazing thing about Lord Byron," says Bob, "is that no matter how many marinas we've been to, he always knows exactly where he is and where the boat is. "It doesn't matter if a dog is chasing him through a 400-berth marina we've never been to before, Lord Byron always finds his way back." The Towles say having a cat isn't a problem in the Med — except for Malta, where they're absolutely forbidden.

You can read all the books in the world about cruising, but the only way to learn about it is by actually doing it. And it was during the Towles' first summer in Europe that they learned what they call The Number One Rule of Cruising: "Schedules are the biggest enemy of safe and happy cruising."

"We really learned our lesson when we made plans well in advance to meet some good friends in Yugoslavia," says Bob. "On our way there we had an engine breakdown in Italy. We couldn't get to Yugoslavia ourselves, and back then there was no way to alert them of our problem." The friends waited in vain for two weeks in Yugoslavia, and hardly spoke to the Towles for the next few years. The Towles felt terrible — and helpless to have done anything.

"After a couple of incidents like that during the first summer, we realized that rigid schedules result in nothing but unnecessary stress and unsafe passages," says Bob. "Once we abandoned our schedule, everything changed and we really began to enjoy ourselves."

Major improvements in technology have also helped.

Thanks to the now widespread availability of fax machines and the dramatic improvements in European phone service, it eventually became much easier for the Towles to accommodate friends from back home. "When somebody wanted to visit us," says Ginnie, "we'd fax them the day before they left the States to tell them exactly where we were. Given the transportation systems in

Europe, it was much easier for friends to make minor adjustments in their plans than for us to rush the boat from one place to another."

"The proliferation of fax machines has really made cruising so much easier," continues Ginnie. "True, faxes might cost as much as \$6 or \$7, but they're worth it because you get confirmation your message went through and friends on the other end can respond immediately."

There are two other modern conveniences the Towles say made their Med cruising life so much easier. One is the cash advances they can get with the Visa card that is part of their Dean Witter Cash Management account. "It's so easy to get money almost anywhere," says Ginnie. "Some banks charge 1% for a cash advance, some don't charge anything."

The other modern convenience is international package express through outfits such as Fed Ex and DHL. "We get all our mail from home through carriers such as those," says Bob. "Every couple of months we have all our mail, magazines and other stuff gathered up and put into a Fed Ex

EMMANUELA



*One of the tragedies of modern cruising: the destruction of beautiful marinas in beautiful Yugoslavia.*

package and sent to us. That way we know we're going to get it. We've had bundles of mail sent to us in numerous countries this way and it's worked great. On the other hand, we waited 30 days for an air mail

Peterson 44 that was in Mallorca. "It sounded pretty much like what we wanted," says Bob, "but the owner said the boat had to move right away, so we'd have to buy it before we saw it." Needless to say, the Towles passed on that opportunity.

The couple was nonetheless surprised when it took them but one month to find the boat they'd been dreaming about: a Hong Kong-built Cape North 43. "Thirteen years old now," says Bob, "she's been a very good boat to us." And the Towles have been very good to Aztec. Despite the fact they've cruised her constantly for the last eight years, the 43-footer appears to have only had light



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letter to get to us in the Canaries."

To illustrate how much express package services have made cruising easier, Bob told about the time they had a leaking injector pump. Utilizing a Florida outfit called Outfitters and a package express company, they had the repaired injector back three days after they sent it! "Outfitters does a great job for cruisers in the Caribbean," says Bob. "Their minimum is about \$25, but they'll take care of just about anything — and they get it through Customs."

As for cruising the Med, the Towles had two special favorite countries, one of which they saw just in time. That, of course, would be the former Yugoslavia.

"Yugoslavia was not only gorgeous," says Bob, "but there was an outfit called the Adriatic Club Yugoslavia that made cruising the area so easy. For just \$600 a year, you had unlimited use of their 16 marinas, electricity included, plus winter storage out of the water! It was an incredible value, because these marinas were absolutely beautiful. During the summer, in fact, the ACY had a rule that you had to leave each marina for a few days every week or so; this was because some of them were so beautiful

Although not part of the ACY chain of marinas, the Dubrovnik Marina, a few miles up the river from the main part of the city, was equally as beautiful. Right on the marina be found in France or the Napa Valley.

But like the 16 ACY marinas, the Dubrovnik Marina no longer exists. The lovely marinas became victims of the regional war. They had no strategic value; they were destroyed merely to hurt the Croatian economy. When the Dubrovnik Marina was destroyed two years ago, owners of foreign yachts were lucky to get out. First they were told to get on their boats and sail down the river to the Adriatic. But according to reports from friends of the Towles, before the boats could get out of the river, they were reboarded and the crews forced to get off the boats. Then between 22 and 26 foreign-owned boats were destroyed in the river.

The Towle favorite that still exists is Turkey. Most Americans' impressions of Turkey comes from the drug smuggling movie *Midnight Express*, in which the country is portrayed as a place in which a scimitar is always about to be thrust into your back. The Towles and everyone else who has been there recently know differently.

"Turkey is so safe," says Bob. "And the people are so happy and friendly. To give you an example, we once pulled into a marina where the fishing boats were rafted up three deep. When the fishermen saw us coming, they juggled their boats so they were rafted four deep, all so we could tie up alongside the dock! Then we traveled inland, during which time we left our camera on the cockpit table in plain view of everyone. It was still there when we returned a couple of days later!"

There has been a controversy in recent months in the pages of *Latitude* over whether people drink water from their boats' tanks. The Towles report they don't — and they don't even have a watermaker.

"The only water we use for drinking is bottled water. This is partly because Europeans are so into bottled water and because we never have to worry about whether it's safe or not. Incidentally, there is no charge for water in the Med and it's easy to find. As for bottled water, the best in the world comes from Turkey.

The Towles' annual budget for the Med worked out to be about \$15,000 a year, including boat repairs and everything else



but plane tickets. Now that they're in the Caribbean, they find they're spending more like \$20,000 a year. The Towles, who'd been prepared to not like the Caribbean, have been pleasantly surprised.

As for future plans, Bob and Ginnie look forward to sailing to Venezuela, the ABC Islands, Colombia, the San Blas Island, the Bay Islands, Rio Dulce, Belize and Florida. "That's got to be at least another two years of cruising," says Bob, who has obviously learned how pleasant life can be.

— latitude 5/5/93

**Joshua H. — Columbia 8.7**  
**Jim Hagan**  
**Nuku Hiva, Marquesas**  
**(Santa Cruz)**

Josh took wonderful care of me during our glorious 32-day passage from Z-town to the Marquesas. The tradewinds were marvelous, 15 to 25 knots all the way. Even the InterTropical Convergence Zone was a



*The Towles drank bottled water exclusively because 1) everybody else in Europe did, and 2) just to be sure they didn't pick up any bugs.*

that people otherwise wouldn't leave. Palmzana was a good example; it was just like Carmel."

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COURTESY WILD RUMPUS

**Dan Stevenson, proving that produce isn't hard to come by in the Marquesas.**

gas; squalls belting us from every direction, but not lasting more than 30 minutes.

As for anyone following in our path, be advised that the Marquesas are very, very expensive. Beer is \$3 a bottle, pizza and drinks for two was \$40, dinner for two was \$60 and a dozen eggs were \$5.

It's also virtually impossible to locate replacement parts such as #40 ss chain. I've had to get such things from the good old U.S., but \$5/minute phone calls and \$25 faxes really add to the cost.

Things haven't been dull here in the Marquesas. I was robbed, although the mayor recovered most of my money. As a result of improperly securing my dinghy, I had it float away in the middle of the night. To top it off, I put Josh on the rocks for a few minutes following an anchoring dispute.

Despite all this, I still say, "Just do it!"

P.S. Thanks for *Latitude's* kind comments relative to Joshua H. Lt. Robert Carroll, U.S.M.C., also sailed her to second in class in the 1988 Singlehanded TransPac. Numerous people knew the boat as we sailed her down the California coast and into Mexico.

— jim 7/93

## **Pyxis — Cal 39 Lee & Linda Gillard San Andres To Florida (San Diego)**

If you remember last month's *Changes*, you'll recall that our rudder snapped off and we had to be towed to Isla San Andres — about 100 miles north of the Panama Canal.

Well, it took exactly one month to have a new one built by Foss Foam Products of Clearwater and get it shipped to us at the island. It took an additional two days to get it through Customs, and one more day to install. The next day we and Pyxis were on our way again, with a boatload of happy memories about our stay at the little island,

which despite being much closer to Nicaragua, belongs to Colombia.

Contrary to the popular guide books, a pilot is neither mandatory nor needed in the well-buoyed San Andres harbor. You must, however, use an agent. We used Buddy Lever. His fee of \$40 covered entrance and exit paperwork as well as other services.

We'd never worked with an agent before and were reluctant to call on him, thinking there would be additional charges for each service. But that was not the case. Lever drove us around — on the back of his Honda three-wheeler — to get just about anything we needed, all the while giving us a lesson in Creole-English.

The San Andrens are a mix of Spanish-speaking people from mainland Colombia and English-speaking original settlers from the Eastern Caribbean. There may be a little friction between the two groups, but both are very friendly and want it known that San Andres does not share the problems of mainland Colombia. We attended an Easter Cantata at the oldest Baptist church, sampled the rondon, conch, and congrejo in the local restaurants, and did a lot of

COURTESY PYXIS



**Lee and Linda hold the remains of their Cal 39's snapped rudder.**

provisioning here. It was nice to be in a city where you felt comfortable walking around at night.



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Some final cruising notes for San Andres: Nene's Marina is a safe place to park your dinghy, where we also got our mail. A lady named Magolly at the bar did laundry for the least money. The best booze buys were from Lopesierra near the airport. Colombian charts — available from the Port Captain — were only \$5 and filled in some important gaps. I think we finally found the secret to good beef in Central America while in San Andres. They have a cut called a *lomo fino*, which seems to be the entire tenderloin — they won't sell it by the steak. It's all, or nothing, so if you don't have a freezer then get together with another cruiser or plan to beef out.

It was a long daysail to Providencia, the next Colombian island. Don't count on the buoys shown on the charts to guide you in — we found them all up on the beach. Still, we had no problem creeping through the reef and along the west side of the island to Old Providence harbor. Here our agent, Mr. Bush, charged \$30 for his services.

Providencia, which is very picturesque and clean, is mostly inhabited by Creole-speaking people. Only limited provisions are

As we left Providencia our until-then trusty Magnavox SatNav went on vacation. Out came the sextant, but with the sun passing overhead all we could get was longitude information. Our friends, Ron & Millie aboard *Primo* came to the rescue again, and we remained in visual contact. It was a nice sail north inside the protection of the Quitasueno Bank, but when we turned left to run downwind to the Bay Islands of Honduras, the wind quit and we motored for two days. Our thanks to *Primo* for keeping us out of the thin water.

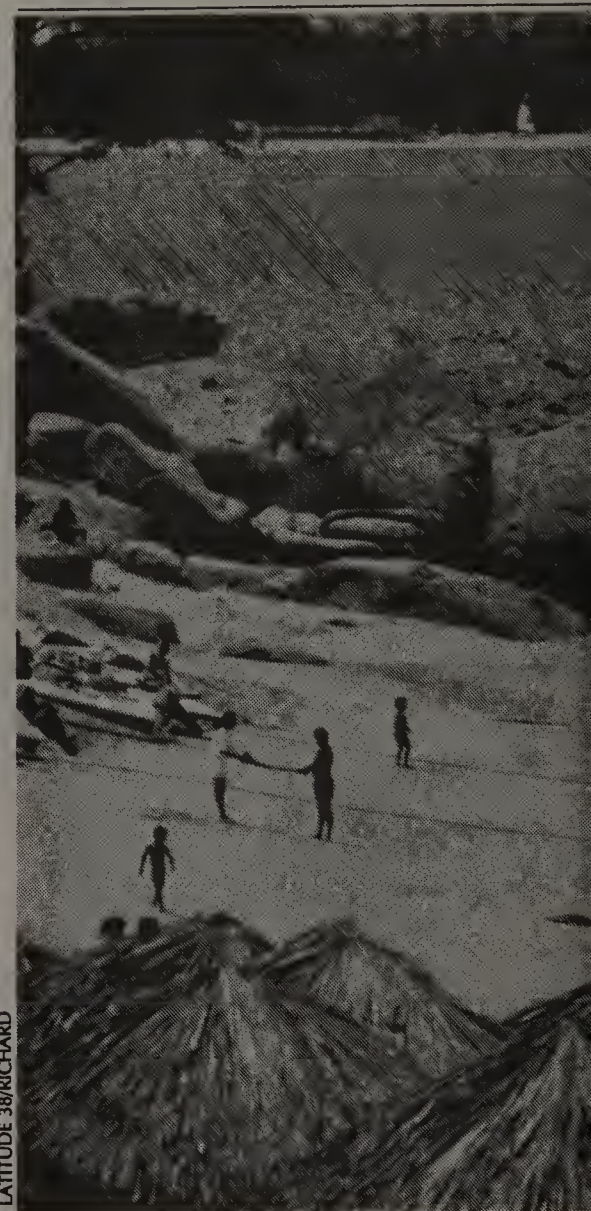
In Guanaja we met friends on *Columbine* whom we hadn't seen since our 1988 cruise to Alaska. And, we finally got to put faces together with the familiar voices we'd heard daily on the 'Breakfast Club' from the *Shirley L* and *Yellow Rose*.

We first cruised the Bay Islands in 1978 when CSY had a charter fleet there. The now out-of-print guidebook by Julius Wilensky they provided way back then still seems to have the best charts and info. Our copy is almost worn out from being run through so many Xerox machines.

There has been 'progress'. The little runway we flew into now has a control tower and handles jets instead of DC-3s. There's a road the length of Roatan, as well as electricity and more people. Other than that, not much else has changed. These islands warrant a much longer stay than our schedule allowed. We also had to skip the Rio Dulce — our seven foot draft would have been a problem anyway — and as hurricane season is approaching, Belize will have to wait, too.

An overnight sail took us from Roatan to Xcalak (pronounced Ishcalak). Although very shallow with terrible holding and no provisions, it was still a convenient place to check into Mexico. And Jorge, the Port Captain, was so friendly that this has to be the best Port of Entry for Mexico. We've heard rumors that it takes days and dollars to accomplish the same stuff in Cozumel.

Still racing north, we stopped at Chinchorro Bank, Espirito Santo Bay, and Ascension Bay. Chinchorro was an interesting atoll, but the two bays don't have much to offer. It takes too long to get into a protected anchorage (then out again next morning), the water wasn't clear, and it was shallow with poor holding. Oh well, it was nicer than an overnight sail. The anchorage at Playa San Francisco on Cozumel was a treat. The water is crystal clear, and the

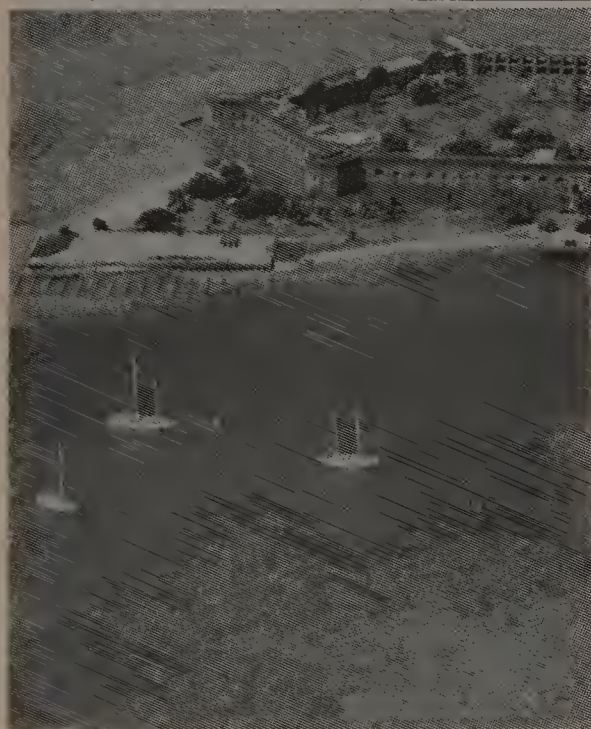


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swells and chop experienced out in the channel just disappear when you get on soundings. It reminded us of Yelapa — the place was totally empty when we arrived late in the afternoon, but the next morning it was full of tourists, aboard dozens of dive boats, fishing boats, water taxis, jet skis, etc. By evening, they were all gone again. We explored ashore and got our first taste of sticker-shock — it might have been Mexico, but they had *gringo* prices.

Our sail to Isla Mujeres was an introduction to life in the fast lane, as we got some wind blowing over a Yucatan current that was in excess of two knots. It got bumpy fast, and *Primo* blew out a jib and ripped their mainsail when a rain squall passed through. At anchor at Isla Mujeres we had several days of intermittent rain squalls, and one night we handled Mayday traffic from the *Leonardo II*, a large commercial fishing boat caught out in what the weather reports continued to call "variable winds 10 knots or less, seas less than 5 feet".

What was going on? Based on weather reports, friends on *Jofian* took off for Key West on May 29. Then were back on the 31st



Fort Jefferson, the primary destination in the Dry Tortugas.

available, but it's worth the stop just to watch the Sunday bareback horse races on the beach.





INSET PHOTO COURTESY SHIBUI

**Spread; Acapulco has some of the best beaches in Mexico. Inset; Takaroa in the Tuamotus is keeping yachts out of her lagoon.**

with tales of terrible conditions outside! Finally the weather services began to report a "broad low pressure area centered near the Yucatan Channel" and sent a reconnaissance aircraft to investigate. It turned out to be the first tropical disturbance of the season — maybe they didn't want to find it until the start of the 'official' season. By the time it had been identified, it was out of our area and everybody dashed off for Florida. We had one day of sailing and two more under motor to reach the Dry Tortugas. At least our navigational worries were over, as an Ensign Trimble had signed on at Isla Mujeres. And ain't GPS grand?

Did I say we experienced sticker-shock at Cozumel? Well, that was nothing compared with what awaited us at Key West. How about paying \$1.50/foot/day to tie between a couple of pilings and climb over your bow to a dock? If you want a side tie, the more upscale marina was \$2.25/foot! But it was really a treat to shop in the Waterfront Market and Key West Marine Hardware

store. In seven months we'd forgotten what it was like to be able to find anything you want in a single store. We just walked the isles and gawked — after the slip fees, it was about all we could afford.

We decided the Florida Keys aren't for cruising sailors; the water is too shallow and the prices too steep. So we headed for Fort Lauderdale, where the City Marina charged

## WHERE HAVE ALL THE FAT DOGS GONE?

It blew hard along the Pacific coast of Baja in late June, so hard that a number of northbound boats had to pull in at Cedros and wait it out. During time ashore, the crew of one boat got to talking with an old Mexican and asked him why all the dogs on Cedros were so skinny.

The old Mexican explained that there were fat dogs on Cedros, but they not-so-mysteriously disappeared everytime a Chinese boat came in. He said that a fat dog was worth a case of beer to the Chinese.

If you're thinking it's odd that the Chinese come all the way across the ocean looking for pets, you're missing the point. It has more to do with the fact that no matter how good fresh fish and rice taste, they can get repetitious. Even many vegetarians crave meat after a while.

Mexico, unfortunately, is not the only place where domestic pets are ending up on the dinner table. Food is becoming so scarce in Cuba that cats are ending up a main course.

only 36 cents/foot/day. We're now secured in the Titusville Municipal Marina and about to return to San Diego to renew our citizenship before starting up the Intercoastal Waterway.

KMAG-YOYO for those who know what that means.

— lee & linda 6/15/93

## Shibui — Norseman 447 Brian and Mary Alice O'Neill Industrialization of the Tuamotus (Seattle)

We've had a great six months or so cruising Mexico, the Marquesas and the Tuamotus. This is our second trip through the area; we came this way five years ago. Like most folks returning, we looked for the changes as well as seeing the things we missed the first time.

Mexico is mucho expensive now and hotels and marinas are sprouting up everywhere. Some we feel are beautiful, such as Marina Vallarta, others, such as the one in Cabo San Lucas, are not. The whole scene is changing, with more boats out cruising than ever before. GPS, watermakers and the economy are probably all factors that have contributed to the rise in numbers.

We didn't see a lot of big changes in the Marquesas. The one good change is that the French will now give your boat a cruising permit without you having to post bond. This allows you to cruise through the Marquesas and Tuamotus enroute to Papeete. Once in Papeete however, you are required to post the obligatory bond — or *une caution*, as it's called in French.

French officials didn't seem concerned that we might take more than 30 days to get from the Marquesas to Papeete. All our inquiries regarding visas and bonds were met with the same response: "Papeete." There

seems to be a real effort on the part of the French to make things easy for the cruising community.

We did notice that it is now harder to find out-of-the-way anchorages in the Marquesas,



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and that a number of natives now make a business of trading with the cruising boats. Pamplemousse, lemons, papayas and fish for perfume, fishing line, rope, T-shirts and ball caps — all are good items for trading. It's a good way to get to know the villagers, although we think attending church services is even better. We were always welcomed warmly.

Our big shock came when we arrived at Takaroa in the Tuamotus. After sailing for three days from the Marquesas, we were looking forward to the calm anchorage of this atoll, but it was not to be. As we motored through the pass toward the lagoon, we saw a big sign that said yachts were not permitted in the lagoon! So we did a 180-degree turn and anchored outside the pass next to a Swiss boat. They told us it was all right to enter the lagoon as long as you went directly to the anchorage.

Based on their word, we re-entered the pass and navigated through hundreds of floats that suspend the pearl oysters. We anchored off a *motu* and tracked down Manfred, an Austrian/French pearl farmer to find out what the deal was on anchoring inside the lagoon. Manfred assured us that we were welcome to Takaroa, but because of the large investment in pearl rigs in the lagoon, the pearl farmers didn't want to risk a yacht causing damage and destroying years of work. Therefore, the village had made the decisions to restrict yachts from the lagoon.

Manfred also explained that the pearl oysters hang down between the floats on a line that is about 20 feet from the surface. He then showed us thousands of beautiful black pearls they had harvested. We were even able to purchase a few at significant savings. The primary market for these pearls is Japan.

As we visited other atolls in the Tuamotus and saw the increased concentration on pearl farming, we couldn't help but visualize what these atolls may look like in a few years. We're happy to see the Tuamotuans reap the rewards of their labors, but we're selfishly concerned about being able to continue to enjoy these unspoiled atolls and the warm and friendly people that inhabit them.

— brian and mary alice 6/93

**Free Spirit — Pearson 424**  
**Jerry and Barbara Phillips**  
**Hawaiian Summer Cruise**  
**(Marina Village, Alameda)**



*Jerry, Barbara, Jennifer and Joe of 'Free Spirit' at the Ala Wai Yacht Harbor in July.*

Enjoying a select few of the Hawaiian Islands this summer are Jerry and Barbara Phillips of Modesto. They left San Francisco on June 6 and made a very decent 16-day passage. They got off the coast nicely, with runs of 150 miles each of the first two days. They finished strong also, with final days of 150 and 155 miles.

That's not bad at all for a crew of two who hand-steered almost the entire way wing-on-wing with a 130% genoa. Much to their chagrin, their Alpha autopilot crapped out after about four days, forcing the hands on steering. Despite the breakdown, Jerry still think very highly of the Alpha. "We've used it a lot in the past, and they had it repaired and back to us in four days. I'd buy another one without a doubt."

The couple made landfall at Hilo, which they liked very much. "They only charged \$8 a night to stern tie, and you could stay a month — and even get an extension," says Jerry.

"There were about 18 boats when we arrived and 15 boats when we left," adds Barbara. Many of them were foreign boats which weren't doing the Islands, but just passing through on their way to other locations.

After being joined by their daughter

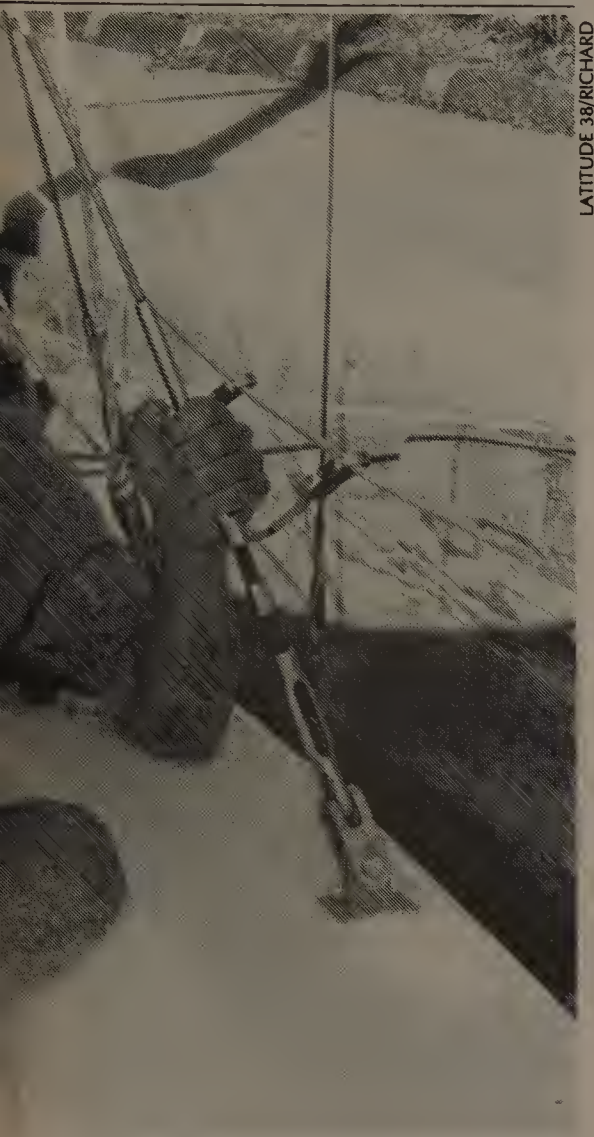
Jennifer and nephew Joe, they continued on to Lanai. "The snorkeling was fantastic," says Jennifer. It was also the first place they encountered Honolulu boats; few are willing to make the upwind slog to the Big Island.

Since Barbara is a teacher and only gets summers off, they've been on a pretty tight schedule. After stopping at the Ala Wai in Honolulu — where President Clinton made a speech just a couple of hundred yards from their boat — they planned to continue on to Hanalei Bay in Kauai and then home.

Like a lot of cruisers, the Phillips were puzzled by the reports that they needed to get permits to anchor out. They hadn't needed to get any at Lanai, and when the Ala Wai Harbor Master called ahead for them to Kauai, they were told they wouldn't need a permit there, either.

(For an explanation of Hawaiian anchoring rules and proposed rules, see this month's *Sightings*. They are nowhere near as restrictive or unfair as many have been lead to believe. In brief, you can anchor 72 hours most places without having to get a permit. As long as you move on every 72 hours, you don't need a permit — and, you can return to places you've already been. If you do need a permit, the fees are very, very low.)





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The Phillips have owned their Pearson for five years and are quite happy with her. Jerry's only fear is a pooping of the aft cockpit; it's rather large, once seating 12 while on San Francisco Bay. They've twice already sailed the boat as far south as Ensenada and in the summer of 1991 did a two month trip to British Columbia. They loved that region, but were surprised that they didn't see a single San Francisco boat between Desolation Sound and Victoria.

Years ago the Phillips had a Cal 33. They sailed that boat down the Mississippi to the Gulf of Mexico, then up the East Coast. Having done that and two coastal trips, they'd really looked forward to this summer's ocean passage. Although Barbara got a little bored with the crossing after a while, Jerry thoroughly enjoyed himself.

Jennifer and Joe flew home from Hawaii, leaving Jerry and Barbara to sail on to Kauai and back to the mainland by themselves. They'll be back in Alameda before school starts.

— latitude 7/15/93

**Pampero — Holper/Daniels 48  
G. Buickerood & D. Canevari  
La Union, El Salvador  
(San Francisco)**

We made our trip across the notorious Gulf of Tehautepec on May 8 and 9. Rather

than follow the standard advice of "keeping one foot on the beach", we opted for a rhumb line course. We did this based on the weather forecast provided by Herb of *Southbound Express*. The forecast was good and our 30-hour trip from Puerto Angel to Puerto Madero was uneventful.

Puerto Madero is a muddy commercial port with many derelict shrimpers. However the anchorage in the southern estuary was quiet and calm. One boat in our group, *Horizon*, temporarily went aground when the wind changed on an outgoing tide. She was soon free again with the assistance of a bunch of yachties.

Puerto Quetzal, Guatemala, was — after 30 hours of motoring, sailing and motorsailing — our next port of call. It's a modern seaport with a navy maintained estuary. For a fee of \$100, you're permitted to stay for up to five days. This includes the use of the showers, dinghy dock and admission to the officer's club.

The nearby town of San Jose is what most Americans probably think Central America looks like. There are many small businesses, most of them along a main street. There aren't many vehicles, so most people get around by walking or on bicycles. Pigs and chickens wander in front of the central market, eating that stuff that didn't get sold.

The Beach Club, where Eduardo serves a fine pizza, proved to be a haven for yachties. The owner was also helpful in getting fuel for the following vessels: *Wanderin' Star*, *Chardonay* and *Manana*, all from the Seattle area; *Pampero* and *Cirrus* from San Francisco; *Amazing Grace* from Portland; and *Novus Auroris*, *Rapariga* and *Yobo* from Southern California.

We are presently in La Union, El Salvador, in the island-studded Bay of Fonseca. The most popular place here with yachties is the Oasis restaurant, where owner Carlos has been a big help. Not only is his food good and beer just 60 cents, he'll also put jerry cans and fuel tanks in the back of his truck and get them filled.

Now that El Salvador's military problems are on the back burner, folks like Carlos are banking on the fact that El Salvador — specifically La Union — will be a good stopping point for cruisers. In addition to expanding his restaurant, Carlos is starting work on a dinghy dock. He sure laid out the

red carpet for us, and we think he's on the right track.

Boats in El Salvador that weren't in Guatemala, include *Quest* and *Time Passages* from San Francisco and *Gone With The Wind* from Portland. *Pampero's* next stop? Costa Rica.

— glenn & donna 5/26/93

## Cruise Notes:

"Great news, we're in love!" write **Steven and Melanie Mandel** of Lodi. "She's a Tayana 55 cutter. We've sold the house, we're selling the cars, we're keeping the kids and we're all going cruising. Departure date: July 30."

Actually, the Mandels have their eye on four Tayana 55s on the East Coast. They flew back at the end of July to purchase one. When they get the boat, they'll head to Greenpoint, Long Island, where their brother has a marina and they have the use of a waterfront home. After fitting the boat out to their satisfaction, they'll head to the Bahamas, Caribbean and perhaps the Pacific.

An anesthesiologist, the 51-year old Steven is taking a two-year sabbatical. Melanie, 41, used to market motion pictures

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*Despite reports to the contrary, 'Calvin' didn't damage cruising boats in popular Mexican destinations such as Z-town.*

in Los Angeles, but has more recently been the CEO of their home. Eagerly anticipating the cruise are Lauren and Rachael, the couple's six-year-old twins, and Sam, their three-year-old son. The kids will be taking



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Calvert classes as they travel.

The family has had a lot of experience chartering in Baja and the Caribbean, and Steven reports he's amazed at how well they functioned as a team during their last 16-day charter in Mexico. "Once we got back to land it was a different story," he laughs, "they were stepping off curbs, squabbling and all the normal stuff."

For those of you thinking of cruising with kids, stay tuned, the Mandels promise to send periodic updates.

From initial reports, it sounded as though hurricane **Calvin** was going to wipe out mainland Mexico's prime cruising destinations. Forming south of Acapulco in early July, the hurricane, which had maximum winds of 100 mph, pummeled parts of that big resort city and then headed north along the coast. At Pie de la Cuesta, about 25 miles north of A-town, *Calvin's* tremendous rain and surf caused widespread death and destruction. Anywhere from 30 to 40 may have been killed in all of Mexico, and tens of thousands were left homeless in severe flooding.

As if that weren't bad enough, *Calvin* continued on a path that took her in the direction of Z-town, Las Hadas and Puerto Vallarta. A hurricane watch was even in effect for La Paz south.

While there was some dramatic video aired on news shows, there turned out to be little or no damage to cruising spots or facilities. Pete Caras reports:

"I can attest that hurricane *Calvin*, which many news agencies reported as having 'devastated' Puerto Vallarta, didn't even touch the place. The peak winds were eight knots and at most there was a little rain. There were no boats damaged. I sat with Harbormaster Karl Raggio while he called marinas up and down the coast. There was no damage at Ixtapa, Las Hadas, Z-town or any of those places. The damage to boats in Acapulco was reported as limited to just a few."

So it could have been much worse. But be aware, it's very early in the season.

Is **Newport Beach** the most fun cruising destination in Southern California? Right now it gets our vote for the following reasons: 1) Super friendly, helpful and flexible Harbor Police; 2) \$5/night city moorings you can stay on for up to 20 days in a row; 3) a free anchorage; 4) miles of good beach close by, good body-surfing and the dirty old Wedge; 5) two piers within easy

walking distance; 6) dinghy landings so you can tie up your dink and stretch your legs in pleasant surroundings; 7) California's largest and most diverse parade of boats every weekend; 8) great restaurants and night-life; 9) a terrific bay to explore by dinghy or boat; 10) a modest amusement park for kids, 11) Minney's Marine Surplus. If you need reason 12) through (24, drop us a self-addressed stamped envelope.

We're told that Horatio Neves — what a great name — has returned with his Pretorian 35 **Gaviota** from a cruise to the Azores and back. The Fremont resident was born on the island of Pico in the Azores. He started the 26,000-mile voyage in March of '91 and returned this May. After a visit to his homeland, he continued on to the Med and then returned by way of Madeira, the Canaries, the West Indies, Venezuela, Colombia and Panama.

Neves, who did the trip with three friends, one who accompanied him for the entire trip, is delighted to report that Pico is still unspoiled, beautiful and inexpensive. The roughest weather of the entire trip? On the outbound leg near Southern California's Channel Islands.

Doug Vann won the Hawaii YC's fishing contest when hooked a 177-lb Ahi from his Farr 44 **Tiare**. The catch was made 30 miles east of Oahu near a fish aggregation buoy, which is a sort of vertical reef. It's the biggest fish he's ever caught, the previous best being three 150-lb marlin.

That still doesn't top the 283-lb marlin caught about 18 months ago from the Farr 1020 **20/20**. Fred and Kelly Collins, and Ellen Miller, fought for eight hours before landing that monster. When they were finally able to pull it over the transom, they jammed the tiller, resulting in a hell of a time docking.

Ty Knudsen of the Big Island stopped by. He says he's working hard on putting his Westsail 43 **Sundowner** back in top condition. He and his wife expect to leave for Alaska in the spring.

Calling **Dr. Bob Schemel**, calling Dr. Schemel! We've lost your number and need to talk with you. Some readers may know Dr. Schemel as the one who does a sailing version of Flying Doctors to Mexico. He takes clothes, medicines and other goodies and tries to provide what medical treatment he can. He'll be leaving on October 15 for Mexico, and we want to try and get him as much help and donations as he can carry. If we remember correctly, he's also looking for crew.

In the July Sightings we ran a photo of Tony Wagner's C&C Landfall 49 **Aspella** on the reef at Anegada. Lloyd's didn't balk at paying off the claim and Wagner, who ran yacht maintenance businesses in Monterey and Santa Barbara for many years, has purchased a full keel Cuttyhunk 41. He and his lady Cassie will be heading to the Pacific soon, where it's expected they'll keep a particularly sharp eye out for atolls and reefs.

Steve Thompson and his Freya 39 **Donna Jean** are back in Sausalito Yacht Harbor after five or six years of cruising, primarily in Mexico and the Caribbean.

It's been so hot in Alaska this summer — Juneau was recently warmer than L.A. — that they've been suffering from a rash of forest fires. Presumably enjoying the unusual warmth are Tony and Cara Dibnah of Vallejo aboard their Young 43 **Captain Musick**. After a cruise to Maine and back several years ago, the Dibnahs 'swallowed the anchor' for all of about two weeks before coming to their senses. They sailed to Central America again, cruised up to Friday Harbor to spend the winter, then headed to Alaska this spring. According to a friend, Tamara Berry, a cook on a powerboat, Tony and Cara took a hike to a bear look-out at Anan Bay. After they crossed paths with two bears on the way to the lookout, Cara decided she'd seen enough.

"It was a very empty stretch of ocean," say Serge and Robin Testa, remembering their more than four-week passage from Cabo San Lucas to the Marquesas aboard their home-built 60-ft steel sloop **Encanto**. "We sighted only three ships, but lots of dolphins, some whales and seabirds — one of which landed in the cockpit during a squall and tried to go into the cabin!"

When the mind doesn't get enough stimulation to keep busy, it creates its own — and that's what happened to some of the crew on *Encanto*. "One of our guys claims to have seen a UFO," they write. "Another night Don and Peter saw a rather large meteor, which they claimed was heading straight for us before breaking up. Peter got hit in the stomach by a flying fish when he was taking a sail down in a squall, and a few squid came in through the portholes." Stuff like that just doesn't happen to you when you commute to San Francisco for a 9 to 5 job, does it?

If you have friends spending the summer in hurricane zones, you can keep up with potentially bad weather by calling Boat/U.S.'s **Hurricane Hotline**. Offered in cooperation with the National Weather Service, you get the latest NWS updates for either Atlantic and Caribbean or Eastern Pacific (Mexico). The service costs 98-cents a minute and can be accessed by dialing 1-



900-933-2628. As soon as you get a connection, hit the 'star' key for hurricane information; if you don't, you'll needlessly throw away money listening to extraneous mumbo-jumbo.

For those in Europe planning to head back across the Atlantic at the end of the year, World Cruising Ltd. has announced that their 8th Annual ARC (**Atlantic Rally for Cruisers**) will depart Las Palmas, Canary Islands, on November 21. The 2,500-mile rally, open to monohulls and multihulls over 27 feet, finishes in St. Lucia in the Eastern Caribbean. The week preceding the rally will feature numerous seminars and social activities. For further information on the Rally, fax (0) 71-831-0161.

If you'll be returning from the Med and are more race oriented, you might consider the **Mt. Gay Atlantic Barbados Challenge**. Put on by Epic Ventures, it will leave Gran Canaria on January 5 for Barbados. It's open for boats between 32 and 80 feet, and will be raced simultaneously under IMS and CHS handicaps. This race will be a welcome alternative to the ARC for those who've complained about the rally's arbitrary, capricious and mysterious handicap system. The **Mt. Gay Challenge** is designed to replace the Royal Ocean Racing Club's Caribbean Race, which ceased to exist in the early '80s. For information, call 081-543-7245.

While on the subject of cruise-oriented ocean races, we should note that the 17th Annual **Darwin to Ambon** (Indonesia) Race started on July 31. The 600-mile race usually draws about 50 entries, including everything from hard-core racers to hard-core cruisers. Following the Darwin to Ambon Race are the *Makassar* and *East Java Regattas*, which start in late August and offer up to \$3,000 in prize money.

This is sure to lose us a lot of friends, but somebody needs to say it. What is it with some of the **liveaboard residents in La Paz** that so infuriate active cruisers? As a general rule, cruisers usually get along really well those who've temporarily settled down. But in the last three months, we've heard out-of-the-blue complaints about La Paz 'permanents' from seven people; two were in Antigua, another in Panama, a fourth in San Diego, a fifth in Arizona and two more in the Bay Area.

"After a year," said one, "if they haven't become a championship bridge player, they've become an alcoholic."

"You can't believe the net," said another, "people constantly interrupt transmissions to interject the most stupid, immature remarks."

Women, in particular, have voiced

complaints with La Paz radio behavior. "You learn really quickly," said one, "that the guys follow you to different channels to eavesdrop on what are supposed to be private conversations. It got so bad my girlfriend and I had to create a private code about when we'd talk next. If we didn't, there would be a whole host of people waiting to listen to our conversation!"

"The most petty, nosy people I've encountered anywhere," said another. "They like to argue and make grand pronouncements about stuff they don't have any knowledge about."

"What really grates me," said a particularly angry one, "is that so many of them have become nothing more than rude drunks who've lost the courage to even sail north of Puerto Escondido or across to the mainland."

Obviously there are a lot of great folks living on boats in La Paz, but a minority have created a terrible reputation for the 'permanents'. We've yet to hear any similar comments about Puerto Escondido, San Carlos, Puerto Vallarta or any other gathering places in Mexico. We're sure we're not going to be well-liked in La Paz anymore, but as one active cruiser said, "Somebody really ought to tell them."

While we're south of the border, we'd like to put in a good word for **Acapulco**. Most cruisers who spend a season in Mexico don't go any further south than Z-town. That's understandable, but if you're restless and you've got a quick boat, you might consider going the extra distance south to A-town. In addition to having a gorgeous natural bay with some fabulous beaches, Acapulco has by far the wildest architecture we've ever seen. The homes overlooking the ocean are spectacularly crazy!

The Acapulco YC usually has very little room for transients in the winter, but there's a brand new marina nearby that opened just a few months ago. Rates aren't cheap, 62-cents/ft/night, but you can also anchor just off the Acapulco YC. There's nothing better than an evening swim in the yacht club pool looking across the bay at all the high rises — really dramatic! The club also has a travel-lift and boatyard. If you look around the docks, you'll find the club has become home to a number of former California war horses such as *Vendetta*, *Sidewinder*, *Persephone* — and even older ones. There's also a large fleet of Columbia 5.5 Sabres — the cabin version of Columbia 5.5 Meters — several Cal 40s, a rare Columbia 56 and several other

interesting vessels.

The Acapulco air is hot and the water is clean, so everybody spends a lot of time cleaning the bottoms of their boats. Part of the reason the water is so clear is that you're prohibited from washing your boat down with soap. Acapulco is big, safe, fun and has terrific beaches — albeit a long way from the yacht club. It's a long way, but we say it's worth the effort to get there.

Reproductions of **government charts** are popular and available from a number of retailers. While certainly more affordable, the simple black ink on white paper makes them more difficult to read. At least to our thinking. We'd like some feedback from cruisers who have used them more than us; are they worth the savings?

"He's an all right guy!" Several cruisers have come to the defense of Larry Liberty, manager of the Balboa YC in Panama, who was spoken of disparagingly by the crew of *Boozwater*. "He's not only a decent guy, his name is **Larry Liber**," said one. If that's indeed the correct spelling of his name — we've been given three versions — we apologize for the previous errors.

**A message in a bottle**; a couple of them, in fact. In January of this year, Coastie Charles Beasley was walking the solitary shores of 740-acre Marcus Island, which is 1,020 miles southeast of Tokyo. Spotting a bottle, he noticed it had a message in it. The letter, dated May 26, 1990, said the bottle had been thrown from the 47-foot sailboat *Bronwyn* by **Grady Meadows** of Monte Rio during on a trip from Puerto Vallarta to Hawaii. Many readers will remember that Meadows was the author of a *June Changes* which described his cruise from California to Florida with ladyfriend Kate and two youngsters. As requested, Beasley contacted Meadows.

Coastie buddy Steven Salus also found a note in a bottle on the same Marcus Island beach. This one was penned by **Benjamin Sykes** of Point Reyes, who'd tossed the bottle overboard June 27, 1988, on the 13th day of a passage from California to Hawaii. "We haven't killed each other yet, but I threw this overboard instead of the skipper," he wrote. Neither the skipper or vessel were identified.

Beasley and Salus are two of the 22 Coasties assigned to the Loran station on Marcus Island, a station that's to be decommissioned and turned over to the Japanese this year.



# CHANGES IN LATITUDES

**Robert Hervaud**, a Tahitian who lives on Makemo in the Tuamotus and speaks English, recently purchased a radio so he'd better be able to assist cruisers who visit the atoll. Unfortunately, he goofed and bought a CB rather than a VHF. Hervaud's father, who lives on Bora Bora, sent the following testimonial to Robert from Greg Smith and family of Seattle, who recently visited Makemo with their Fast Passage 39 **Atlantean**.

"Thank you for your warm hospitality and generosity. Your beautiful family made us feel very welcome during our stay in Makemo. It was very kind of you to invite us into your home and give us a wonderful dinner. The songs you and your children sang were lovely, especially the song danced to by your charming daughter. We will remember you always."

Hervaud sounds like a nice guy to us who wants to make life easier for yachties. Somebody out there must have a spare VHF for him. It would do Hervaud — and visiting yachties — a lot of good.

"Tunisia is really happening; they've got three really proper marinas." That's the word from Lewis Dupree, who departed Seward, Alaska, several years back and headed his



COURTESY TIARE

**Doug Vann**, his contest-winning 177-lb ahi, and the crew of his Farr 44 'Tiare'.

Hunter 36 **Eagles Nest** for Europe. Somewhere along the line he ended up as captain of **Ondine Romania**, one of Huey Long's old Ondines that had been bought by

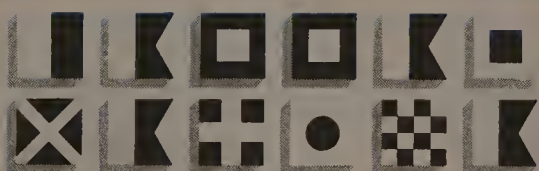
a son of the Nina Ricca perfume family.

Dupree says he and a bunch of other American yachties became a little concerned when the Gulf War broke out while they were in Tunisia. They needn't have worried. To reassure them, the Office of Tourism rented some big busses and took all the yachties out for dinner, drinks and a belly-dancing show. No charge. While berths in Tunisia aren't free, they — like most everything else — are said to be very inexpensive.

If you're headed to Tunisia — or anywhere else for that matter — drop us a line and a couple of shots of you and your boat. Your friends want to know what you're up to.

It's been reported to us that Jim Kilroy's **Kialoa III**, the old aluminum one, is kicking around Tonga as part of an extended South Pacific cruise.

We'll end this month's *Changes* with a reminder that the Long Beach YC's first **cruiser's race to Cabo**, complete with two stops and motor allowance, starts on October 31. If you're Mexico bound this winter and like to have fun, we urge you to write the LBYC at 6201 Appian Way, Long Beach CA 90803 for complete entry details.



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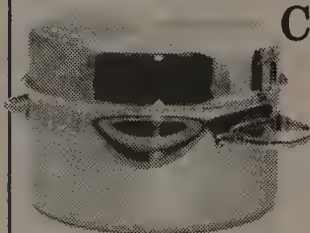


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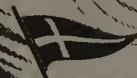


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**FREEDOM 21, 1983.** Performance design by Garry Hoyt & Tillotson-Pearson for singlehanding. Cat-rigged, all lines led aft, full battens main with lazyjacks. Spinnaker in sleeve. Motor sails, extras, more. \$6,300 obo. Vallejo, (707) 643-1040.

**MONTGOMERY 15.** 1988 like new condition. Stored last 2 yrs. Bow pulpit, porta-potti, mast carrier. 1989 Mercury o/b, trailer hitch extension, spare tire. All in excellent condition. \$6,500 obo. (510) 846-3941.

**J/24, 1981.** Newer hatch design. Good condition, 1984 trailer, 4.5 hp Johnson o/b. New radio, other extras. Located at Santa Cruz dry storage. 6 month dry storage sublet available. \$5,750 obo. Call Jim, (408) 448-5552.

**WILDERNESS 21, 1981.** Great boat, great price. Worth over \$5,000, but I bought a bigger boat and will sacrifice for \$2,300 firm. Sistership sailed in Transpac singlehanded. 3 sails, completely rebuilt o/b. Call (408) 247-4009, after 6 pm.

**AMERICAN 24-FT, 1979.** 7.5 Honda - dual axle trailer built in galley. Freshwater tank, porta-potti, full headroom, sleep 4/5, CB, AM, weather radio, power coaster, boat in storage for last 7 yrs. Worth inspecting at \$4,150 obo. (408) 723-3472.

**CATALINA 22, 1973.** Swing keel, very good condition, cruising equipped, DS, stereo, VHF, trailer, 2 jibs, main w/2 reefs, 5 hp Nissan. \$2,650 offer/trade for inflatable w/outboard. Must see. (707) 528-0937.

**CAPE COD CAT BOAT 18'2"** Herreshoff America F/G gaff rigged, 2 berths, large cockpit, 7.5 Evinrude, draft centerboard 20" to 4'. Great for Bay or Delta. Berthed at Vallejo Muni-Marina "F" dock behind Remarks Restaurant. \$3,700. (707) 226-1338.

**CAL 20, #1376** (1968). Completely redone in 1988 by Steve Seal. New winches and standing rigging. All lines led to cockpit. Pineapple main, jib, and spinnaker. Electrical system. 6 hp Evinrude. Hardly used since re-do. A bargain at \$2,900 obo. (510) 521-7730.

**24-FT COLUMBIA CHALLENGER.** Full keel, flush deck, inboard engine. Ice box, stove, water system. Upgraded heavy mast, boom. Working jib, 150 genoa, newly reefed mainsail. Cushions/AP. 2 boats, too long. \$2,500. (707) 429-9844 (lv msg).

**COLUMBIA 22, 1968,** no blisters, 7.5 Honda o/b, Autohelm, VHF, Pineapple sails, AM/FM, anchor, extras. \$1,950. Bill, (510) 528-9776.

**19-FT CAPE DORY TYPHOON, 1977.** 4 hp Yamaha o/b. New anti-skid deck paint, halyards, compass. 3 sails, anchor. Located Monterey. \$5,000. (408) 624-6606.

**22-FT TANZER 6.5 HP EVINRUDE,** 3 sails and spinnaker. Many, many extras. Well maintained, in sail away condition. \$4,000. Call Brian, (415) 922-5101.

**J/24 racing yacht.** Good condition, 1980. Many sails, 4.5 hp Johnson, new spreaders, dbl axle trailer, dry berthed in Sausalito. \$6,500 or partnership possibilities. (415) 507-0776.

**CAL 20, Rookie of the year, 1992,** proven race winner, new Awlgrip topsides, new bottom, new rigging, motor, sails. \$2,995 obo. (415) 388-2512.

**23-FT CORONADO,** shoal keel w/internal swing (rare), portable head, galley, dinette, slps 4, 7.5 o/b w/chgr, 4 sails, full electronics, rebuilt tandem trailer, good, dry, Baysailer. Great family starter boat. Tow to Tahoe, Mexico or ? Alameda berth. \$2,975 obo. (408) 242-7713.

**YANKEE DOLPHIN 24,** good shape, main & jib, Honda, Loran, VHF, DS, KM, stereo, much more. Delta berth. \$7,000 obo. (916) 775-1902.

**CAL 2-24.** Immaculate condition. New Mercury 5 hp o/b, rigging, cushions, winches, bottom & deck paint, Loran. 4 sails including spinnaker. Loaded. Sleeps 3 adults comfortably. Upwind berth at Berkeley Marina. A steal at \$5,295. Call (510) 713-8667.

**CAL 20.** Full keel, f/g, excellent sailing performance, main, jib, genoa, electrical system, o/b. Redwood City berth. \$2,800 obo. (415) 321-2929, eves.

**LAPWORTH 24,** 6 hp o/b. Well built, equipped and maintained. Sails like a dream. Coyote Point Berth. \$4,300 cash, terms avail. (408) 269-7533.

**CATALINA 22.** Excellent condition, fixed keel, 90 & 110 jibs, bottom painted 4/93. 6 hp Evinrude, handheld VHF, anchor, porta-potti. Great (cheap) Coyote Point Marina side tie. Needs no work, ready for sailing. \$3,600 obo. Ron (408) 730-7219, dys; (415) 594-0297, eves.

**MacGREGOR 22,** trailer, swing keel, self tending jib, 7.5 Honda o/b, new wiring & battery, VHF, CB, compass, depthfinder, pop-up top with enclosure, porta-potti, galley w/propane stove, extras, sleeps 4, ready to sail. \$4,250 obo. (408) 266-7245.

**RANGER 23, 1977.** 8 hp Johnson, VHF, KM, Autohelm, 85, 100% jibs, all lines led aft, last hauled 7/92. Very good condition. \$5,500 obo. (510) 533-5659.

**SANTANA 22.** Must sell. \$2,200 obo. All lines led aft, 10 hp o/b, almost new Pineapple main, head, stove, BBQ, life jackets, safety equipment. Clean hull. Great small boat. Call Jan, (415) 731-2609, lv msg.

**HELMS 24, 1979.** Hand laid hull, deep keel, 6' headroom, teak interior, sleeps 5. Suzuki 5 hp o/b, 5 sails: main w/jiffy reefing, 110 jib, 150 & 170 genoas, cruising spinnaker. Shore power, KM. Galley w/sink, icebox, alcohol stove, & fold-down dinette. Enclosed head w/sink, porta-potti, & hanging locker. Many extras. Benicia berth. Asking \$10,000. (510) 829-2734.

**24-FT ISLANDER BAHAMA** Honda 10, VHF, stove, ref., sink, head, AM/FM cass. New upholstery and paint, 2 sets sails and spinnaker, AP, lines aft to cockpit, well equipped. \$4,500 obo. (707) 571-8082.

**CATALINA 22, 1976.** fixed keel, 5 hp o/b, 3 sails, new upholstery, new teak, super clean, fun, fast boat. Great Bay or Delta boat. \$2,950. Call (415) 435-1342, lv msg.

**SANTANA 22.** #311. Very good overall condition and appearance. Epoxy barrier, new racing bottom, faired keel. Includes: class main and jib in good shape, whisker pole, spinnaker. 4 hp Suzuki o/b. \$3,800 obo. (510) 596-3414, dys or (510) 536-1443, eves.

**NEPTUNE 24, 1981.** Fresh 7.5 Honda. Pop-top w/enclosure, genoa, jib, cruising spinnaker, reefing main. KM, KL, DS, VHF, stereo, cushions, new interior. Trailrite trailer w/electric winch. \$7,800 or trade up. (916) 783-8443.

## 25 TO 28 FEET

**ALBIN CUMULUS 28, 1982.** (Aux. sloop), sleek Swedish design, high quality construction, 12 hp Yanmar, 110 & 85% jibs, \$14,750. (510) 215-2340 (5:30 to 9:00) or (707) 646-4873 (8:00 to 4:00).

**STOUTFELLA 28, 1962.** Pocket cruiser/racer of cold-molded port-orford cedar. Light, strong, fast and beautiful. 4 berths, small galley and head. Many sails including 2 spinnakers. New cushions and LPU paint. Spotless Atomic 4 inboard. Asking \$6,800. (415) 258-6918. (707) 431-1305.

**CATALINA 27, 1982.** Great condition. Very clean & well cared for. Loaded. 6 sails incl. spinnaker & gennaker, Loran, VHF, AP, Blaupunkt stereo, shoal keel, inflatable tender, shore power, Atomic 4 engine. Many extras. \$14,500. (415) 459-7336.

**SPARKMAN & STEVENS** designed 25' Northstar. Fast, stable, and fun sailer. Atomic 4 with Martec prop. Head, galley, sleeps 4. Just hauled & painted. Extras, extras. VHF, 2 sounders, extra prop, compass, 2 jibs and main. \$4,500. 649-4455.

**CATALINA 27, 1980.** Excellent condition, worth your time to see, new bottom 5/93, superior racing history, inboard Atomic 4-low hrs, 2 mains, 4 jibs, spinnaker, VHF, KM, DS, compass, AM/FM cassette, dual batteries, 6 winches, \$11,900 obo. (707) 446-9062, John.

**CAL 27.** Great condition, VHF, DS, KM, galley, pop-top, spinnaker gear, 6 winches, twin headfoil, 2 anchors, 5 sails, 5 berths, Honda 10 hp. Located in Richmond. Excellent family boat for only \$7,300. (916) 758-8125.

**CATALINA 25, 1984.** Very clean. Weekend at great San Francisco berth. Fixed keel, Honda 10, main and jib, whisker pole, VHF, depthfinder, KM/log, compass, stove, much more. \$9,500. (415) 668-2874.

**CORONADO 25.** 9.9 hp electric start Evinrude o/b in well, VHF radio, DS, compass, jib & roller main, flares, anchor, nav. lights, porta-potti. Ready to sail. Includes Coyote Point berth. Great starter boat. \$3,500. Call Tony, (408) 447-5629.

**CAL 2-25, 1980.** Reliable cruiser, Loran C, VHF, depthfinder, new compass, windangle, furling jib + 2 add. sails, rebuilt engine. \$9,000 obo. (408) 335-7115 (eves) or (408) 728-1778 (dys).

**PEARSON 28.** 1986 aft cabin model. Excellent condition, wheel steering, diesel, electronics, dodger, lots of gear. Sausalito berth. Nothing down. Assume loan of \$30,000 at \$490/mo. Call Ron at (415) 331-8366.

**S-2 26, 1975.** Volvo diesel, 600 hrs, ctr. cockpit, full shoal keel, trailerable, roller furl, KM, VHF, surveyed well 5/90, bottom 10/91, gennaker, head, galley, alcohol stove, press. water, mosquito net, Delta/Bay ready. \$12,900 obo. (415) 988-8565.

**RANGER 26.** Comfortable small cruiser. 4 headsails, new main with reefing. Hauled this spring, new keel bolts and epoxy. Outboard with electric or pull start. New battery. \$6,700 obo. (510) 785-8763 (eves).

**25-FT B-25 WARBIRD.** Fastest 25-ft made, a 2,000 lb. rocket. Dry sailed, gal. trailer/ramp launchable with slings also. New PHRF main, class sails for one-design. Covered and in storage. White/red stripes, black mast & boom. Winner of '91 SF to Santa Cruz race. \$25,000 obo. Will deliver. (619) 436-9094.

**CAL 25,** VHF, compass, 8 hp o/b, 5 sails, spkr, recent rigging. Excellent boat for the bay, ready to go. Need to sell, moving back to France. Sausalito berth. \$3,950 obo. (415) 331-6003.

**TRITON 28-FT, #141,** Atomic 4 engine, 3 main sails, 4 jibs, spinnaker, galley facilities, head, standing head room in main cabin. Sleeps 4. Nice condition, recently hauled. Berthed in Alameda. Priced at only \$9,500. Call Jeff at (510) 521-1276.

**CORONADO 25.** '90 Johnson 9 hp electric start o/b with low hrs. Roller furling jib, new sail cover, extra mainsail, Autohelm, VHF, DS, compass, aluminum ladder, delta cover, cushions, much more. Excellent condition. Bottom cleaned regularly. Asking \$6,500. Call (415) 326-9457 or (408) 737-8309.

**25-FT CORONADO, 1968** with SF Marina berth. 9.9 hp Johnson o/b in well. KM, depth meter, VHF, am/fm cassette stereo, lots of misc. gear. Sail inventory includes: multiple sails and one spinnaker. \$8,900. Call (415) 771-2111.

**25-FT O'DAY, 1979.** Very good condition, roomy. New rigging, new bottom paint. VHF, RDF, 9.9 hp o/b, main, jib, genoa & more equipment. E-Z load trailer. Moss Landing. \$6,500. (408) 623-4334, eves.

**25-FT CAL, 1974.** Very clean boat. Complete in every aspect. Great starter boat. Good strong Bay boat. 10 hp Honda. 2 head sails, 1 spinnaker. \$5,250. Call (510) 483-4341. Ask for Cole.

**28-FT DANISH NORTH SEA,** Pilot House, double-ender sloop with dual steering stations, Yanmar diesel, inboard rig, roller reefing, VHF, DS, 3 sets sails. Sleeps 6. Documented. Built in Fredrickshavn 1956. Original owner. \$14,000. (510) 934-9614 or (707) 877-3551.

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**ERICSON 26, 1970.** 25'9" length, 7'9" beam, 4'3" and draft. 6 hp Johnson o/b with 10 gallon gas capacity. VHF radio whip antennae. Two full berths, one half berth. Lots of storage and dinette seats four. Sloop rigged with main, jib, sheets, halyards, anchor and chain. Wood tiller with spare plastic tiller. Electric/alcohol stove. 2 sinks, 17 gallon water tank and john. Mast step needs work plus other minor repairs. \$3,175. Call (510) 528-4650.

**NORDIC FOLKBOAT 25-FT.** Classic Lapstrake beauty built in Denmark, 1951. Modern HD rigging with 4 sails. New paint. Port Sonoma-Marine. \$2,800. Dave, (707) 823-3665.

**CHEOY LEE OFFSHORE 27.** F/G Mexico 1986-89, epoxy bottom, Awlgrip topsides, exhaust system, Westerbeke 2 cyl. dsl. shrouds, Forespar club jib/rig, Harken main traveler, 4 cruising sails, 6 total, can deliver, trailer. \$13,900. Call (415) 331-7576.

**O'DAY 26, 1984.** Better than new, o/b '91 Yamaha. Custom dodger, full covers/awning, sail covers/bag. VHF, depth, wind, Autohelm, battery charger, pressurized water, tabernacled mast, mid-boom traveler, swing keel, ground tackle and more. Asking \$13,500. (408) 685-8440.

**RACE ONE-DESIGN** (or cruise). Great Class Association. Pearson "Triton" classic. 28.5-ft f/g sloop. Atomic 4. Well-maintained with lots of gear and sails. Paradise Cay Berth. 2nd owner and after 21 years parting is sad. \$13,600 obo. (415) 927-1607.

**1971 MORGAN 27.** New bottom, Awlgrip topsides, April '93. Nine sails, including two spinnakers, and gear. Barient winches including two speed mains. Llt used 9 hp Johnson SailMaster, with alternator. Wind speed, boat speed, wind point, VHF radio, Autohelm. Bow, and stern pulpits, man overboard pole. Race or cruise. This is a fully outfitted boat that is ready to sail. \$7,800. (510) 649-7957.

**F.L. HERESHOFF, H-28 ft.** sailboat. Bare, hull with deck and hatch covers. Some wood teak goes with. Never been in water w/stand, nice design, nice price. \$2,400 obo. + B-16 Volvo inboard for \$200. Chad, 865-0630, eves or dys.

**27-FT CAL, 1971.** Cutter-rig with boomvang, running backstay, topping lift, and spinnaker halyards. Average condition. Fin keel. 7 original sails including spinnaker. 9.5 hp o/b, VHF radio. Will teach to sail. \$6,000. (408) 441-3142, dys or (408) 926-9262, hm.

**CAL 25.** Better than new. Recent refit includes: electric start motor w/charger. LPU hull/mast, epoxy bottom, bilge pump, combo DS/KM, new rigging, wiring, etc. Hauled 5/92. Great starter or daysailer. Sailing lessons if needed. Call (510) 521-6376. \$6,000.

**COLUMBIA 26 MK II.** Ready to sail with lots of extras. Must sell. \$4,900 or best reasonable offer. Please leave message, (510) 786-9670.

**NONSUCH 26.** The Mercedes of compact cruisers. Are you short of crew? Tired of cranking winches with each tack? Just turn the wheel on a Nonsuch. Stout? This vessel has sailed through a full gale. Roomy? 10'6" beam + 6'2" headroom. Comfort? H/C water with shower, gimbaled stove/oven, Adler-Barbour refrigeration, beautiful teak interior. Cruise? 60 gal water, 25 gal diesel, Loran, dodger, Autohelm 4000, and all functions from the cockpit. Outstanding condition. \$45,000. Call Dave or Dick (510) 523-6730.

**ISLANDER 28, 1982.** Priced to sell at \$16,500. Diesel, 4 jibs, 2 mains, spinnaker pole, KM, VHF, DM, stereo/TV, teak interior galley, head, auto tiller, 2 batteries. Excellent Coyote Point berth. Paul, (415) 368-7692.

**COLUMBIA 26 MK II.** Lots of space for 26 feet. Loran, VHF, tabernacle, 8 hp o/b, 4 sails, Santa Cruz slip. \$4,800. (408) 423-0760, h or (408) 429-1814, w.

**JOHN HANNA DESIGNED "Gulfweed Ketch"** 28-ft on deck, 33-ft overall. Gaff-rigged main, 8 sails, Volvo diesel, VHF, and lots of wood. Sails gracefully on Bay or open waters. Solid and beautiful. Asking \$9,000. Ariel, (707) 539-3711.

**CLIPPER MARINE 26** needs home. 1974 sloop, F/G, swing keel, o/b, 2-axle trailer, numerous accessories. Baja, ICW, Florida Keys vet. Clean hull, stable, sails fine. Affordable, but could use interior cosmetic work. Going to school. Must sell. \$2,500. (209) 832-5318.

**CATALINA 27, 1979.** Excellent condition, inboard diesel VHF, AM/FM cass., dual batteries + charger, auto bilge pump, shore power, head w/holding tank alcohol stove, -dodger and more. Asking \$8,500 obo. Call Mike, (408) 449-8918 or (408) 655-8463, lv msg.

**VENTURE 25 w/trailer,** new tires & brakes. Custom interior, radio, depthfinder, 3 sails, rigged with traveler, stainless stern, ladder, bow pulpit, life lines (all new). Mast raising system. New battery & lights, 9.9 Johnson, (510) 443-8915. \$4,500.

**EXPRESS 27, Mirage,** excellent condition, custom graphics, built by original builder for himself, new sailcomp compass, full cover, motor, ready to race, \$19,600. Lloyd, (415) 364-3899 or (510) 651-3348.

**PEARSON ARIEL, 26-FT,** 1967. Great Bay and coastal cruiser, sturdy and easy to sail single-handed. Cut away full keel. Hood sails main and jib, plus spinnaker, storm jib, and original main and jib. Evinrude 6 hp motor enclosed in lazarette. New VHF radio. New tiller. New grill. Freshly varnished. Very good condition in a very nice Sausalito Yacht Harbor slip. Ready to sail now. \$6,000 obo. 331-2252.

**EXPRESS 27,** the best one-design. New mast, boom, & rigging. 2 suits of Kevlar sails, one set of blade, main, & spinnaker new. \$20,000.852-9960.

**29-FT 1/2 TON CLASS,** Grearson design, built by Svendsen boatworks. Arex foam core. Fast, you must see this one. Furling jib, 150% genoa, 3 spinnakers, big boy, 8 2-speed Barients, CNG stove, sleeps 4, Farryman diesel, anchors, extras. Marina Village, Alameda. \$15,000 obo/trade. (510) 523-4038.

**CATALINA 27, 1984.** Great condition, loaded, nearly all factory options and custom gear including: 18 hp diesel, wheel, AP, ST winches, 3 jibs, lines aft, dodger, VHF, depth, speed, stereo, CNG stove, epoxy bottom and more. \$16,500. Call to see and sail. (707) 573-8480.

**TRAILER TO SEA OF CORTEZ** or San Juans with ready-to-go Balboa 26-ft, tandem axle trailer, new Pineapple main, 110, 150 genoa, VHF, new upholstery, excellent condition. Sleeps 5. 10 hp Chrysler o/b. 3/4 ton van available. (916) 894-5554.

**PACIFIC SEACRAFT 25, 1977.** Yanmar, dual batteries. Flux gate compass. SatNav, VHF, anemometer, Autohelm, anchors, 4 sails, self-tailing winches. Dodger, teak deck. Galley with water, toilet, lots more. Needs blister repair. \$15,000. Located Monterey. (408) 624-6606.

**CATALINA 27, 1976.** Atomic 4, VHF, DF, KM, compass, shore power, sink, stove, head, Autohelm. With past year: new bottom, new batteries, new charger, \$1,200 on engine overhaul. Many extras. Must sell. Bought 32-ft boat. \$8,500 obo. (415) 537-8331.

**CORONADO 25.** Great shape. Dodger, VHF, DS, KM, new Evinrude 9.9 electric start, remote controls. Many sails, new club jib, 3rd overall '92 Delta Ditch Run. Veteran Monterey, Bodega Bay. Delta freshwater boat. \$4,300. (209) 957-4905, eves.

**SANTA CRUZ 27, 1980.** Excellent condition, 10 sails, trailer, electronics, motor, full brokerage, lots of upgrades, ready to race. \$12,500. Call (408) 226-4302.

**BRISTOL CHANNEL CUTTER, 1982.** Professionally built in Canada, beautiful custom wood interior, Yanmar, extensive electronics, monitor wind vane, 6 sails, downwind poles, much more. \$60,000. (408) 429-9744, (408) 479-4645.

**28-FT TRITON #248,** Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard, liveaboard headroom, w/4 berths, two speed winches, main & jib, dodger, new boom & cushions for \$1.41/lb. Myron Spaulding, (415) 332-3721.

**NEWPORT 27,** Atomic 4 inboard 18 hp. Very comfortable, sleeps 5, bimini top, head, lots of extras. Great condition. Ready to sail. \$4,900 obo. Phone Leon, (415) 435-1134.

**ALBIN VEGA 27-FT.** Hull #991. Good condition. Engine runs. Loch Lomond, C-24. \$9,000. (415) 459-0246.

**CAL 27,** excellent family/single hand bay boat. Rigging, roller furling foresail, and hull paint 3 years old. Two stage jiffy reef in main. Total control from cockpit, dependable safe boat. Autohelm, life jackets, whisker pole. I have moved to Colorado, no water. \$5,000. Contact Hugh Jones, (510) 533-4244 or Bill, (800) 752-1901.

**DAWSON 26,** center cockpit cruising ketch, 1200 lb. swing-keel, shoal draft and trailerable, roller reefing jib, recut main, mizzen staysail, and spinnaker, Westerbeke Vire inboard, VHF, DS, KM, wheel. Perfect for Bay, Delta, or coastal. Trail to Baja? \$11,500. (415) 332-2192.

**CAL 2-27.** Excellent condition, custom teak interior, new bottom, gas tank and survey, Atomic 4 low hrs., VHF, stereo, KM, depth finder, Lewmar 40 winches. Numerous extras. Enjoyed by only one family, will finance. \$12,900 obo. Info., (510) 521-0581.

**CAL 2-27, 1977.** KM, DS, VHF, Atomic 4, folding prop, clean, new bottom paint, teak interior, active one design fleet, good family cruising boat. Priced to sell. (415) 499-8097.

**28-FT HAWKFARM** active one design fleet. This is a great boat to race or just cruise on the Bay. The one design class is a very competitive group of fun people. Please call (510) 937-7024 for more info.

**26-FT PEARSON ARIEL.** 5 bags, some sails like new. 6 hp Sailmaster very good condition, 2 anchors, bow and stern pulpit. Interior completely redone in Koa wood. Exterior needs TLC. Moored in Morro Bay. \$4,500 obo. Dave, (805) 528-0337.

**PACIFIC SEACRAFT 25, 1976.** New Norsemen rigging, new halyards, new VHF, new DS and KM. 70 hrs. on overhauled Yanmar diesel. 3 sails, Danforth anchor, many other extras. Bottom painted April '93. No blisters. \$18,200. Call (510) 465-4705.

**CATALINA 27, 1978.** The classiest one on the Bay featuring two bronze port lights forward, teak interior, new alcohol stove, phone hook-up, TV, sleeps 6. 6'1" headroom. Atomic 4 inboard. Lots of gear. Great condition. Hauled 5/92. \$10,900. (415) 331-2044.

**HUNTER 28.5, 1986.** Sloop rigged, Yanmar, DS, VHF, stereo, wheel, 2-burner stove, microwave, hot & cold water pressure, dodger, cockpit canvas. Haulout and survey 5/93, excellent condition. Located Sausalito. \$29,500. Call Steve (415) 331-5919 or Dave (408) 734-4280.

**26-FT RANGER.** Lots of sails, new Awlgrippied hull, new standing and running rigging, Harken upgrades. New bottom, instruments. Call Pat Lane, (510) 521-4904.

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## SANTANA 2023, 1992 DEMO BOAT

Roller furling main and jib, wide decks, huge cockpit, sleeps 4, galley, closed head, trailer. Easy to tow - 2080 lbs. including trailer, water ballast. Sets up to launch in 8 minutes. New condition. \$10,300 Ask for Gale, STOCKDALE MARINE, Sacramento, (916) 332-0775 or (800) 900-7245

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## 29 TO 31 FEET

**J/29, 1983.** Race one-design, then cruise to Sam's. This boat is always competitive. Race winner already this season. Lots of gear for the Bay or ocean. Berthed in SF City Marina. \$24,000. (415) 854-1491, (eves).

**ERICSON 29, 1970.** Comfortable small liveaboard. Propane, city water, AC, DC. Recently rebuilt Atomic 4 30 hp. 2 mains, 6 jibs, spinnaker, 7 winches, halyards led aft. 2 Danforth anchors and rode. Moss Landing transient berth. \$21,500. (408) 722-2995.

**BUCCANEER 295, 1980.** 30-ft sloop, (1/2 ton rating), spin, 2 jibs, main, VHF KM compass and enclosed head club race or cruise. Volvo diesel. Great looking boat. \$14,500 obo. South Beach Harbor berth. Call Jim (415) 928-0702 (day or eve) or Joe (510) 631-1627 (eve).

**PEARSON 303, 1984.** Yanmar, wheel, Harken furling with new Hogin 120% tri-radial jib and new Hogin full batten main, Harken mainsheet traveler, new Autohelm instruments, May 1993 haulout with fresh bottom paint. Hot pressure water. \$35,000. (707) 426-5823.

**30-FT PERFORMANCE CRUISER.** Cold molded epoxy red cedar hull. All stringers & bulkheads installed. Hull has been glassed & faired. \$13,000 invested. \$2,500. Call (707) 823-3310 after 6:00 pm.

**CATALINA 30, 1982.** Best buy in Bay area. Less than 100 hours sailing time. Like new boat. Pedestal steering, roller furling, VHF, depth, KM, boom vang, full canvas cover. Survey \$28,000, first \$24,000 takes. (510) 685-3006.

**CHANCE 30/30, 1974.** One of best sailing 30-ft cruiser/racers on the Bay. Britton Chance Marc design. Great Coastal/Bay boat. Pretty, fast, roomy & reliable. Much loved & appreciated for 6 years, now 2 boat owner. Must sell at giveaway price of \$12,000. Peter 456-7829.

**30-FT GAFF CUTTER.** Wm. Garden's original *Bull Frog*, 1947. MM #G8. Red cedar over oak. Hull wooded & refastened (1989-92). Fully equipped for cruising/liveaboard. New Perkins diesel, new dodger, Sutter sails (1985, 1988, 1992). \$35,000 obo. (415) 584-7235 or 584-1015.

**'84 CATALINA 30, std. rig.** Seen enough rusty, musty, stripped, abused & neglected trash? *Xanadu* is sound and clean, a freshwater boat that has been lovingly used and maintained. This Boat Show demo features Universal 25 diesel, h/c pressure water, 110, 150, Camber spar, main, spinnaker, dodger, wheel, pods, Autohelm, CNG. New since '92: epoxy bottom, complete interior. \$30,500. (209) 369-7942 for long list of details, appointment.

**CAL 2-29, 1975.** Rebuilt engine, new head, great condition. \$17,000 obo. (510) 538-4001.

**OCEAN GOING CASCADE 29.** 7 sails, 25 hp Volvo dsl, Barient winches, teak cockpit, self steering, 2 burner stove with oven, like new condition, 2-ocean passages to Hawaii. Pillar Point berth A-41. \$26,000 obo. (415) 961-7835.

**CHEOY LEE OFFSHORE 31-FT, 1969** cruising ketch. F/G hull, teak decks, wheel steering, VHF, RDF, KNT, DPTH, kerosene stove, Cole heater. Volvo MD2 diesel. New interior cushions. Classic design. Must see to appreciate. \$27,950 obo. (707) 644-6892, lv. msg.

**HUNTER 30, 1979, VHF, Loran, DS, KM,** compass, wheel steering, Yanmar diesel, roller furling jib, dodger, delta awning, pressure water, cockpit cushions, stereo AM/FM cass. Safety gear, spreader lights. \$24,000. (415) 595-2930.

**SANTANA 30, 1978.** Volvo diesel, VHF, AP, new Loran, DS, KM, compass, self-tending jib. Galley, head. Never raced. Good condition. \$17,500. (209) 537-1937.

**1978 CATALINA 30.** Wheel steering, Yanmar diesel, pressure water, VHF, Loran, Signet instruments, battery charger, etc. Clean & well kept. \$18,000. (209) 931-3787.

**CASCADE 29, heavy duty cruiser, furling, radar, AP, hard dodger, windlass, wheel steering, GPS, documented.** \$13,000 obo. (415) 781-3852.

**1975 CATALINA 30** tall rig, 5 bags (sails) plus spinnaker, new Yanmar diesel, low hrs, tiller, Autohelm, VHF, Signet. All lines led aft, great liveaboard. One year sublet, Santa Cruz Harbor available, many extras. \$16,900. Call John, (408) 475-7877.

**30-FT RAWSON SLOOP.** Extensively outfitted and tested offshore cruiser recently returned from Mexican waters. 27 hp diesel, propane range, radar, Loran, Aries vane, new standing and running rigging, dodger, heavy ground tackle, spares, much more. Complete gear list and specifications available. (503) 267-3348.

**CAPRI 30, BMW diesel.** Masthead sloop design Frank Butler, 1983. Completely equipped for comfortable cruising and fine racing. Spinnakers, many sails, hydraulics, Autohelm. Clean, \$20,000 value, best offer takes. Coyote Point #1155. Call (415) 854-3968.

**J/29, 1984.** Masthead, North sails, Suzuki 9.5, Signet systems 1000, 1500, Raytheon Loran, racing PHRF III, MORC 27.42, berthed Cabrillo Marina, well maintained, clean. \$25,700. (619) 459-7554.

**IRWIN 30, 1980, VHF, depth, knot, 3 sails, cockpit cushions, Yanmar diesel, wheel steering, new Force 10 stove, great shape, moving to East Coast, must sell (415) 391-2508, \$16,500.**

**COLUMBIA 29, 1965 30 hp Atomic 4, VHF, compass, 3 sails, head, stove/oven, refrigerator, stereo/cassette, auto bilge pump, tabernacle.** (415) 982-2676. \$12,000.

**30-FT CHEOY LEE, 1970.** Roller furling, mast-steps, teak deck, Volvo diesel (250 hrs), wheel, AP, Signet speed and depth, Loran, VHF, stereo, EPIRB, full safety gear, full cabin and navigation lighting, spreader lights, new gimbaled alcohol stove, new gimbaled oil lamp, new clock and ships bell, sails, rigging and ground tackle in good shape. Custom navigation station, excellent light below decks with all clear hatches, canvas covers, West Marine Inflatable, Honda generator, propane cabin heater, multi-color spinnaker with aluminum pole. This is a beautiful, clean, seaworthy sloop, on mooring in Morro Bay. \$17,500. Call Jerry at (805) 772-7150.

**CAL 2-30, race or cruise, 9 Barients, split drum Harken furler, Forespar vang, spinnaker, new main, new standing rigging, LPU spar, rebuilt Atomic 4, Autohelm, ash and mahogany interior, epoxy bottom, no blisters, always maintained, top condition.** \$18,000. (510) 352-0214.

**30-FT HOLIDAY SAILBOAT.** Made in Holland. With heavy duty trailer, boat has been refastened mahogany over oak. Boat needs to be painted, paint comes with it. 27 Palmer inboard. Dept. plus VHF, good sails. Bought bigger boat. Must sell. \$5,000 obo. For fast sale. (916) 846-2628.

**ISLANDER 30. MUST SELL.** '71 sloop, 5 sails, gas engine, good electronics, Loran, radio, nice interior, cushions. Will take \$10,000 from as-is buyer. Linda, (408) 335-5430.

**1978 CATALINA 30.** Diesel, exc. cond., tall rig, all new standing and running rigging: mast, boom, mains'l, mid-boom traveler, Dk green boot top, cove stripe and main cover. Many winches. Sausalito YH slip B61 Ta'oo Tom, (415) 388-6154, eves; (415) 472-3422, dys. \$23,950.

**NONSUCH ULTRA 30, 1984, like new, dsl., AP, dodger, Loran, VHF, stereo, propane stove/oven, hot water, shower, documented.** \$70,000. Call (415) 467-6645 or 775-7359.

**C & C 31, 1968.** One of the classics. New standing rigging, new halyards, all lines led aft, epoxy bottom, KM, DS, Loran, VHF, stereo, 2 mains, 3 jibs, spinnaker, Atomic 4. Well maintained. \$18,000 Marty, (510) 443-6358, Ted (510) 886-1725.

**RANGER 29.** 2 mains, 6 jibs (including new 90%), 3 spinnakers, staysail, tallboy. Loran, VHF, KM, DS, wind, compasses, stereo, Autohelm. All lines led aft. 1/2 interest or full sale. Priced low for quick sale. (415) 851-8703, eves/wknds.

**1976 CATALINA 30.** Tall rig, club jib, spinnaker, VHF, new Loran, DS, KM, Atomic 4, tiller, ElectraSan, 2 Danforths, bottom paint '92. Freshwater boat, very clean. \$17,000, make offer. (209) 368-5758.

**LANCER 29, '78.** Our babied and sharp family cruiser must go. New epoxy bottom, wheel, Yanmar diesel, standing headroom, lovely interior, enclosed head with vanity, pressure water, Loran, VHF, depth, stereo, lines led aft, more. Great value. \$12,950. (707) 642-9461.

**CATALINA 30, 1977.** Beautifully re-rigged '85, rods, full-battened main, spinnakers, poles, new bottom and varnish in July, rebuilt Atomic purrs, Autohelm, DS, Loran, VHF, nice stereo, gorgeous interior, pressure hot/cold, 40 gallons, shower, propane, teak/holly sole. \$17,500. (415) 331-5454.

**CATALINA 30, 1978.** Diesel, all teak interior, tall rig, roller furling genoa, wheel, 2 water tanks, pressure water, macerator, double lifelines, double sink, radio, nonskid decks, shower in head. One owner. Well maintained. \$19,000. (415) 387-4265.

## 32 TO 39 FEET

**HINCKLEY 38 SLOOP** Major refit, much equipment. Excellent condition. Many sails, life raft, dinghy, o/b. \$95,000. Make offer. 347-6934.

**38-FT INGRID** Flush deck ketch-cedar 1976. 8 sails, Yanmar 3 HP 35, VHF, Sitex AVS 7 walker, Monitor, Autohelm, propane, tools, charts, 2 skiffs, 130 water, 50 fuel, spares. Excellent cond. Photos/specs. Tevake, APDO 366 La Paz, BCS, Mexico. \$39,500.

**ISLANDER FREEPORT 36,** roller furling, jib and main. 50 hp diesel. B-style layout. All instruments, cruising equipped. Professional maintained condition. \$72,000. (805) 966-6533.

**CREALOCK 34** by Pacific Seacraft, 1992 Voyagemaker sloop. Harken rf, singlehanders package, knot/depth/wind, refrigeration. Like new. Ask \$116,000. Miami, FL (305) 448-3481.

**F/S HANS CHRISTIAN 38+ reduced to \$109,000.** Call (510) 444-8484 (wk), (510) 534-0735 (hm).

**RAFIKI 35, 1980.** Offshore cruiser/liveaboard, teak decks, Airex hull, Volvo dsl., Autohelm with windvane, VHF, stereo, 1000 ft. depth, 6 oversize, Barlow winches, Alspar mast/boom/rigging, 10 opening ports. \$57,000 offer. Call for brochure. (408) 867-9202.

**RANGER 33, 1977,** excellent condition, fully equipped, last hauled May, 1993. VHF, KM, DS, Loran, roller furling, 7 sails. \$24,000 obo. A steal. (510) 620-6862 (dys).

**33-FT HUNTER.** This is the one. Super clean, new paint, top and bottom. Lots of extras, radio, Loran, stereo, many instruments, pressurized hot and cold water, wheel steering, easy to sail. Owner bought 50 footer. Super deal \$25,500. Call (707) 557-6976.

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**ASSEMB. / REQUIRED:** Ranger 37 IOR beauty completely stripped and professionally rebuilt better than new. Stringers added, new keel, rudder, dsl., bulkheads, mock-up interior. Full suit of sails, rigging, hardware galore, extras. You: plumb, wire, add cushions, sail. \$32,000 obo. Call (415) 726-5425.

**BABA 35** double ended ocean-going cutter. Best of Bob Perry and respected TaShing Ship Yard. Just returned Panama single handed with ease, top condition, many upgrades. Perkins, Aries. New Autohelm, Harken, teak dodger, custom bimini, surround. \$77,000. Victoria, (604)652-6740.

**ISLANDER 36.** Major retrofit '87. LP hull, Awigrip deck, Harken furling, Quickvang, Groco K head, Navtec back stay, new rigging. New pathfinder 50 diesel '81. Data Marine Instrs. Loran, Icom VHF, 3 head sails, main, spinnaker. CNG oven, H/C water, removable dodger, inflatable + 3 hp o/b. Much equipment. Located Alameda, Marina Village, (510) 521-5532.

**1976, 33-FT RANGER** sailboat. 24 hp Yanmar diesel, shore power, 8 sails, 8 Barent winches, whisker pole, new fuel delivery system, radio, Loran, DS. Too much to list. Call for details. \$30,000 neg. Stuart, (415) 931-6962.

**1962 38-FT FARRALLON CLIPPER #19,** Philippine mahogany hull epoxied LP paint, new running & standing rigging. New rebuilt Yanmar diesel. Weatherfax SSB, propane range, 6 bags sails. Call for more info. \$36,500. (310) 833-7228.

**CLIPPER MARINE 32, 1977.** Roomy cabin, perfect for Bay or Delta, Yanmar diesel, VHF, refr., microwave, ready to sail. \$10,900. (510)938-7699.

**PANDA 38 Ta Shing, 1984.** Totally offshore equipped. Teak interior, insulated hull. 2 ProFurIs, all new stainless, Quickvang, boom brake, Muir electric windlass, 5 solar panels, quad cycle, 3 gel cells, Alpha AP, Flemming vane, Furuno radar, Magellan GPS, Sitex SatNav and Loran, ICOM HAM and SSB, CARD radar detector, 406 EPIRB, WEFAX, Heart inverter, Isotherm water-cooled refer, 2 watermakers, Balmar heater, 4 bilge pumps, offshore life raft, mast steps, 500 feet chain, complete spares, epoxied bottom, all heavy weather and safety gear. At 19,000 lbs. displacement, easily handled by a couple but lots of space/storage. Turnkey for Alaska, Cabo, Tahiti. In Seattle in pristine shape. \$149,500. Call George at (206) 625-1580.

**BALTIC 35, 1986.** Great aft cabin. Light use, well-kept, good upgrades and in excellent condition. For sale at \$125,000. Call 852-9960.

**35-FT CT** cutter-rigged ketch, F/G, 1976, 27 hp dsl. (1990), good sails, 12V refer/freezer, hot/cold pressure water, solar panels, shower, propane stove/oven (Gimbaled), two 8d batteries, wood interior, stained glass, classic lines. \$42,900. Cruise ready! (619) 420-5478.

**1965 PEARSON VANGUARD,** 32.5 ft. New upper/lower shrouds and turnbuckles, 1/2". New marine head. Fixed propane stove/oven and gimbaled 'stovecook'. Custom boom tent. Varnished int/ext. 35 lb. CQR/22 lb. Danforth. Original sails. VHF, Atomic 4 engine. Runs great, dependable. \$19,500. Sausalito. Call Rich Moore, (415) 512-6257.

**CASCADE 36, 1984.** F/G hull, deck & dodger. Mahogany interior sleeps 7. Full instruments, Loran, diesel, refrig., cockpit cushions, R/F jib and main. Awfully unused yet maintained, hauled/new bottom. \$36,500 or serious offer. (510) 581-3909, eves.

**ISLANDER FREEPORT 36** Center cockpit 1982. Loran, VHF, Signet depth, knot, wind speed & direction. Windlass, 2 headsails, dodger, propane stove, ProFurl roller furling, Benmar AP. Must see to appreciate. After 5:00, (916) 674-7630. Great liveaboard.

**ERICSON 32-3, 1985.** Like new condition. Light pearl grey gelcoat with red sheer strips, contrasting dark grey nonskid, black mast, and varnished teak trim. This beautiful boat is loaded with almost everything. Too much to list. \$47,000. Call (805) 466-2773.

**C & C 35 MARK III, 1984.** Canadian built performance cruiser. Very clean. Harken furler, pressure water, B & G instruments, Loran, stereo, Avon, Navtec backstay/rod rigging, Barent self-tailing winches, new bottom, reupholstered, 6 bags, spinnaker gear. Safe, fast, and dry in a breeze. \$67,500. (310) 457-5671.

**TAYANA 37 CUTTER, 1978.** Serious bluewater cruiser/liveaboard. Much cruising gear. Priced to sell. \$62,000. Call Cindy, (415) 578-9244, eves.

**1981 CABO RICO 38** Excellent condition. Healthy Perkins 4-108 with new (1990) transmission, good sails, new electric anchor windlass, extras. \$80,000. (510) 475-7205.

**CUSTOM CHOATE 33.** Consistent winner. 13 sails, diesel, cruise 6 with CNG, mech. ref., dual water tank etc. Photos, survey, equipment list upon request. Moored in Marina Del Rey. Asking \$32,000 obo. (310) 479-0116 (eves).

**ISLANDER 33.** Hard dodger, diesel, wheel, refrigeration, VHF, DS, dinghy, self-tailing jib, 2 spd. winches, 5 sails, 3 anchors, kerosene stove & oven, 4 batteries, 2 alternators, 4 opening bronze ports, battery charger, bow roller. \$17,500. Pat, beeper:(209) 942-9202, (209) 369-7726.

**'78 RANGER 33-FT SLOOP,** rig sailboat. Excellent condition. Universal 16 hp diesel, stove/oven, sounder with repeater, anchor winch, ICOM, VHF, KM, whisker pole, safety gear, boom tent. \$31,700. Call (503) 465-1112.

**FARR 36, 1975.** Race/cruise, fractional rig. 10 sails, 10 winches, VHF, Loran, AP, propane stove/oven. 100 hours on 30 hp Yanmar. \$35,000. Call (805) 642-1881 or (805) 658-1541.

**1978 WESTSAIL 32,** factory built Mark II with numerous improvements. Truly Bristol and fully equipped, she's a beautiful example of her type. A bluewater yacht with an available liveaboard slip. \$55,000. For more info., call (415) 728-0259.

**SPENCER 35-FT.** New diesel, mainsail, dodger. Extensive parts and equipment. Many upgrades. Documented. \$32,000. (408) 688-0554.

**CHALLENGER 35 SLOOP.** Mexico vet '91-'92. Cruise equipped, diesel engine, roller furling, 5 sails, radar, AP, wood interior. Clean inside & out. Been a great liveaboard for us. Call for list of upgrades & equipment. \$47,000. (510) 769-1602.

**FISHER 37** Pilothouse ketch. Motorsailer, 1980, 80 hp Ford Saber diesel, 120 gal H2O, 120 fuel, wind s/d, depth, log, speed, 2 VHF, Loudhailer, CB, aft cabin, Avon. \$125,000. (408) 624-7210.

**ERICSON 38-FT, 1981.** Hate to let it go, but I'm moving. Roller furl, dodger, hydraulic backstay, depth, knot, etc. Two ice boxes, all teak interior, full shower, enclosed aft quarter berth, Cole stove. Very clean boat. Call Jolene, (415) 728-0951, Howard, 292-4867.

**CRUISE MEXICO '93.** Dufour 35 cruising sailboat. Mexico/Hawaii veteran. Strong, seaworthy, comfortable. Cruise equipped with extras: solar panels, HAM/SSB, bimini, water purifier, customized interior, GPS, more. \$60,000/offer. Ted, (916) 292-9172.

**ISLANDER 36, 1984.** Reduced \$10,000. For quick sale. Excellent condition, main plus 4 jibs, 2 spinners, 30 hp Yanmar, hydraulic boomvang, outhaul & backstay, refrigerator, natural gas stove & much more. \$59,500. (209) 466-9704, dys; (209) 943-2525, eves.

**ERICSON 35-FT,** commissioned '89. Diesel, furler, instruments, ground tackle, deluxe interior. Like new: save 40% over new. \$69,000. (510) 548-1172.

**GULF 32 PILOTHOUSE SLOOP** cruise equipped and now located in San Carlos, Mexico. Ready to go. Recent LPU, rigging, Perkins 4108, trans. Too much gear to list. Partial trades considered. \$37,500 obo. (602) 432-7264.

**COLUMBIA 36.** Ideal liveaboard or cruiser. 110g fuel, 100g water, Albin diesel, tiller with AP, microwave, fireplace, h/c pressure water, propane stove/oven, extra storage. Very clean inside/out. Must sell, owner may finance. \$24,500. (510) 687-2728.

**WYLIE 34 Magic** cruise or race, IMS or PHRF. New sails, rebuilt engine, freshly painted mast/boom and bottom. No blisters. Full electronics including Loran. New Jersey partner says sell. \$30,000 obo. Call (415) 326-6484.

**1985 HUNTER 34.** Excellent condition, clean throughout, furling jib, VHF, KM, windspeed, depth, Loran, cockpit cushions. Documented. \$42,000, firm. (707) 747-5207.

**O'DAY 37, '80.** American made fast cruiser, center cockpit, aft cabin. 2 heads with hot and cold showers, sleeps 6 adults in comfort. Low time on Westerbeke diesel. Well equipped with new Autohelm pilot, VHF, Loran, SatNav, DS, speed and log, self-tailing winches, 4 sails, propane stove with oven, automatic battery charger, whisker pole, 2 anchors with chain and rode, electric windlass, stereo, wheel steering. All maintained in excellent condition. \$49,750. (916) 371-6455.

**IRON SAILBOAT,** deep sea, heavy weather style. Home-built, unfinished and rusty, needs a very ambitious person to finish. Definitely a project. \$1,000 takes it. (707) 794-9717.

**PEARSON "P-32".** High performance, racer/cruiser. Seriously rigged and equipped by a serious single-hander. Definitely not a Delta boat or liveaboard. A premium vessel for the aggressive Bay and Coastal (Solo Transpac?) sailor. \$41,500. (707) 554-8725.

**CATALINA 36, 1986.** Excellent condition with new epoxy bottom. Loran, AP, VHF, WS, KM, DS, hydraulic backstay, Harken furler w/110 and 150, dodger and cushions. Good liveaboard: refrigeration, microwave, electric head, stereo and track lights. \$62,900/offer. (510) 814-8354.

**35.5 BRISTOL, 1978** excellent condition, wheel steering, roller furling, Westerbeke diesel. Sails like a charm. Must see. \$43,500. (510) 733-5536.

**HINCKLEY 35.** This fine sailing yacht is in excellent condition. It has been in one family since 1970. It is fully equipped for cruising and has a complete inventory. Please call for list. Priced to sell at \$64,500. 528-2225.

**CLASSIC BEAUTY,** Mason design "Oceania" 33 gaff-rigged ketch, full keel, oak frames, cedar planking, bronze fastenings. Perfect cruising boat, great liveaboard. Excellent shape and price. \$39,000. More info. (707) 374-5555.

**1949 SWEDISH BUILT** wooden hulled by Lamin. 34' mahogany hull, sails by Sutter, 45 gallons H2O, 20 gallon diesel tanks. Powered by MD2. Boat needs work. \$5,000. Call (707) 443-3822, dys; (916) 627-3521.

**ALBERG/ERICSON 35, 1966** classic coastal cruiser. New: Yanmar, Sobstad 90% jib & main, rigging, gelcoat decks, bottom paint, Barents. Fresh LPU mast & boom, decks, electronics. Lowered to \$29,900. Mike, (415) 824-1959, anytime.



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**RANGER 37,** IOR one tonner, completely equipped and modified for cruising, ready to go, super strong and stiff, rod rigging, GPS, solar panels, drag generator, Autohelm 4000, dinghy. \$31,950 firm. (510) 521-6930.

**RON HOLLAND DESIGN,** fast 345 race/cruise, 45 hp diesel, excellent condition. Loaded, VHF, Loran, folding prop, hot/cold pressure water, wheel steering, very clean. Must see, very nice interior. \$41,500. (916) 527-2740.

**CHEOY LEE LION, 1956** 35-ft sloop. Teak planking, copper riveted, steam bent frames. A stoutly built full keel design, fast and seaworthy, meticulously maintained by owner of 17 years. Extensive 4-yr. restoration 1978-82. Full cover, Aries vane, VHF, DS, KM, Bruce, CQR & more. New mast, rigging & chainplates 1993. One of the prettiest and best kept vessels of her size and vintage on the West Coast. Master Mariners Member. Must see. \$32,000. (510) 525-5430.

**ISLANDER 36, 1972.** Good cond. Perkins 45hp dsl. Must sell. \$27,000/offers. Jeff, (510) 683-4205, wkdy; (510) 490-5987, wknts; Rich, (408) 984-5745.

**CHEOY LEE LION 1962.** Professionally improved and maintained last 8 years. Diesel, propane, new main, 5 bags sails, new standing rigging, new boom, Brooks & Gatehouse instruments, VHF, new deck. Winner Master Mariners 1993 and much more. \$35,000. (707) 895-3506.

**HANS CHRISTIAN 38T, 1987.** 66 hp Yanmar turbo diesel, big boat Harken, main, traveler, 65 lb. stainless plow anchor/chain, Furuno radar, Loran, Icom radios, Force 10 stove, new water heater, marble counters, teak salon table, cream hull, etc. \$125,000. Phone Michelle Wood (510) 865-3799.

**HUNTER 34, 1984.** Cruise in luxury on this big 34. Excellent condition. Recent survey and bottom paint. All lines led aft, roller furling, self-tailing winches, 2 anchors, KM, depth, new dodger, Loran, VHF, Yanmar 22.5 hp dsl, wind generator, water heater, water pressure, enclosed head with shower, 6'2" headroom, Origo stove, BBQ, microwave, sleeps 7, lots of storage room, all teak interior. Fast and easy to sail. Brooke, (415) 332-8458 (h), (415) 721-7183 (w).

**RHODES 32** LOA World Class cruising ketch. Santa Cruz slip for one year. Fully equipped, all gear. F/G hull, decks & cabin. Health reasons. Teak deck & trim. Isuzu dsl. Original owners. Brochure available. Tel/Fax (408) 354-8719.

**DOWNEASTER 38 CUTTER.** *La Libertad.* Fiberglass/wood trim. Improved rigging. Approx. 100 hrs. on Yanmar. Two: mains, staysails, jibs. Roller furling, bottom just painted. Strong, stiff, roomy, but quick and handy cruising boat. Documented. Quick sale price, \$46,000. (510) 271-8031.

## 40 TO 50 FEET

**COLUMBIA 45,** Perkins 4-236, 85 hp, Onan 3 kw, furling, 15Q.F. Freeze/refrig, Benmar AP, newly decorated int., Nav station, Loran, SatNav, SSB, VHF, electric windlass, knot, depth, davits, HD S/SBOW roller, new bottom, very clean yacht. \$64,000 obo. (310) 822-2480.

**CHEOY LEE 41.** Offshore ketch, Ray Richards design. \$75,000. (805) 658-7703.

**VALIANT 40 PILOTHOUSE.** 1980 by Uniflite. Much better than new. One owner, professionally maintained. Outstanding cruiser/liveaboard. Amenities include: Wood-Freeman AP, Grunert refrigeration, Furuno Radar & Loran, Lewmar winches, dual steering, Westerbeke 58 dsl. Make this one of the finest cruisers in the NW. Call for picture and specs. Asking \$165,000. (408) 371-0180 or (206) 564-1221.

**PERRY 47 CUTTER** in Mexico. Roller furling main and jib, Robertson and Sharp autopilots, 10kw and 4kw gensets, weatherfax, GPS and handheld, SSB/HAM, VHF and handheld, EPIRB and 406 EPIRB, Si-Tex plotter, SatNav, watermaker. Gel cell batteries, Signet SmartPak, electric windlass, Luke feathering prop, new mast, rigging, bottom epoxy in 1991, 8-man life raft, 9' Avon rollup, 8 hp Honda 4 stroke, radar detector and reflector, dodger, full sun cover, Trace 2000 + charger, refer-freezer, microwave, gas BBQ, loaded with spares, plenty of redundancy, slip paid thru 1993, 1992 survey. \$167,000 U.S. mail express: Fauquier *Lucky Lady*, Marina Vallarta, Apartado Postal 350-B, Puerto Vallarta, Jalisco, Mex. Phone 332/102-75, Fax 322/101-41.

**TANTON 44, 1983.** Cutter rig, returned 2 wks ago from cruise to New Zealand, boat & equipment in excellent condition, monitor wind vane, Perkins, GPS, SSB, radar, real fridge/freezer, proper shower, 2 heads, safe, fast, & comfortable. \$158,000. (415) 331-8746.

**41-FT CHEOY LEE 1980.** 6 sails & spinnaker, VHF, Loran, new Autohelm, BiData speed/depth, Signet wind speed/point, Autohelm 4000 AP, new dodger & sail covers, CNG, refrigeration, windlass, 10' inflatable with 8 hp o/b. So. Calif. boat, new to the Bay. \$89,900. (707) 642-9157.

**41-FT KETTENBURG** fiberglass. Full batten main, roller furling, diesel, AC/DC fridge, 8 gallon/hour watermaker, AP, GPS, Lewmar 44 self-tailers, 84 gallon fuel, 260 amp/hour gel batteries, dodger, VHF. Call for extensive equipment list, \$49,000. (805) 466-5983.

**1986 42-FT STEEL HULL** sloop ocean cruising, Perkins diesel engine, sleeps 6, stove, shower, hot water. Automatic steering, Loran, radio. Make offer. Will take property in trade. (510) 522-5835.

**ENDURANCE 44,** round-bilge, steel ketch 1984. Professionally built, owned/maintained 80 hp Ford, 200 gal fuel, 150 gal water, teak interior, radar, AP, windvane, electric anchor winch, SatNav, HAM, VHF, etc. Located New Zealand. Cruise home or will deliver. \$148,000. (510) 933-2551.

**EXPLORER 45, 1978.** Stan Huntingford design, aft cockpit cutter. Immaculate condition stem to stern, low engine hours, nine sails, fully cruised equipped, electronics, ground tackle, sport boats, solar panels, stereo, color TV/VCR, Mexico vet Ready to go again. \$125,000. (619) 542-1954.

**CT41 KETCH,** excellent cond., FG, 50 hp Perkins 4108, R. furl jib/staysail, fuel 150 gal, water 135 gal. H/C pressure, propane stove, Micro, AP, Loran, equip. for cruising, many extras. Documented, new bottom pt. \$68,000. (209) 529-5508.

**50-FT STEEL CUTTER, 1990** New Zealand built. 5' draft, center cockpit, doghouse, 60 hp diesel, 235 gal fuel, 390 gal water, life raft, radar, extensive storage and beautiful. South Pacific-Alaska vet, fully equipped and ready for extended cruising. \$225,000. (619) 298-5118.

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**1986 HANS CHRISTIAN 43-FT** cutter. Performance keel, equipped for cruising now. Turbo Yanmar, radar, GPS, SSB, VHF, instruments, CD player, fans, dual reefer, inverter, solar, quad cycle, amp-hour meter, big alternator, 210 gal. water, 125 gal. fuel, dodger and cockpit enclosure and cushions. Much more. New bottom 4/93. Bring your clothes and go on one of the finest equipped boats on west coast. No brokers. (619) 975-6250, lv. msg. or number.

**45-FT CENTER COCKPIT KETCH.** For sale. Nice lines, 6' plus headroom, steel hull, deck and cabin, Mercedes diesel engine, railings, chainplates dodger, davits and rudder, stainless bow roller, spacious aft cabin. New boat, needs finishing. \$15,000. Must sell. (408) 336-2442.

**44-FT SPARKMAN & STEPHENS** aluminum sloop, 1973. Fast & stable Pacific vet. Isuzu diesel, hydraulic backstay, Harken furler, DS, wind, GPS, AP, VHF, radar, life raft, refrig., hot water, propane, stereo/cd, full batten main, many sails, windlass, 400 ft. chain, teak deck & lots more. Over \$34,000 recently spent on upgrade program. Illness forces sale. Needs cosmetics & some other work to make her ready to go again. \$57,000. (415) 965-3449, eve. or lv. msg.

**ISLAND TRADER MOTORSAILER 46-FT, '83.** New LP and bottom paint, cruised Mexico 4 years, 120 Ford Lehman, 700 fuel, 450 water, aft cabin with island queen bed, completely outfitted for extended cruising or great liveaboard. \$139,900. CA. (909) 860-9678.

**42-FT FIBERGLASS SLOOP, 1981** Superior, Al Warwick design, Pisces 40 hp diesel, new sails, good rigging, aluminum spars, recent haulout, radar arch, VHF, stereo, SatNav, in Hawaii with slip available to buyer. \$69,000/offer. Call (808) 247-7976.

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**HARTOG 46-FT.** D.E. ferro hull (a good one) new Yanmar, masts, beams, tanks, much more. \$17,500. (707) 422-3350, John.

**48-FT CHEOY LEE KETCH, 1980.** Perry design, center cockpit, roller, furling jib and main. Perfect liveaboard, great day sailer or take her around the world. See her at Grand Marina. \$95,000/offer. (415) 851-3937.

**HANS CHRISTIAN 41.** Ocean ready, Mercedes 72 hp diesel, Harken furling, headsails, reef/fridge, Autohelm 7000, full B & G, SatNav, SSB, Loran, radar JRC weatherfax, Nissan 3000 windlass, storm sails, cruising spinnaker, Switlik raft. Professionally commissioned & maintained. Sausalito. \$195,000. (415) 331-6234.

**SANTA CRUZ 50** with swim platform. USCG certified for 25 passengers for hire coastal route. Currently in San Francisco Bay Service. \$200,000 retrofit/upgrade 1991. Sleeps 10 in berths, 8 kw generator, 20 gal/hr watermaker, radar, GPS, Loran, VHF, SSB, AP, full electronics, AM/FM stereo, tape, CD, dodger, windlass, refer, freezer, extra fuel, 13 bags sails. More. Race or cruise. 1992 San Diego/Manzanillo winner. \$275,000 or offer. (510) 682-6610.

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**41-FT MORGAN O/I SLOOP.** Center cockpit, radar, AP, refig/freezer. Too many extras to list. Ready to cruise or liveaboard. \$45,000. (707) 647-1061.

**50-FT FERRO KETCH,** gen (2), VHF (2), Horizon instruments, HAM w/weatherfax, AP, radar, SatNav, Loran, dinghy (2) life raft, inverter, fire-place, refrigeration, A/C. Dedicated berthing for 8. \$89,500 obo. Owner may help with financing. For equipment list & info, (707) 763-6074.

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**26-FT COLUMBIA RIVER GILLNETTER** circa 1912 with original Hicks 6 hp engine. Vessel in water, needs work. Engine runs fine. Spare engine in my garage. \$2,500. (510) 827-2864.

**30-FT GAFF CUTTER.** Wm. Garden's original *Bull Frog*, 1947. MM #G8. Red cedar over oak. Hull wooded & refastened (1989-92). Fully equipped for cruising/liveaboard. New Perkins diesel, new dodger, Sutter sails (1985, 1988, 1992). \$35,000 obo. (415) 584-7235 or 584-1015.

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**TORNADO, 1974 PANTHERCRAFT.** New Smyth tramp, new running rigging & paint. Breakdown trailer. \$2,000 offer/trade. FD project boat. \$1,200. Lance, (916) 893-2171.

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**28-FT TRIMARAN** partially completed. 6 sails, mast boom, S.S. rigging. Bldg. materials & plans. \$3,900 obo. (503) 783-2051.

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**ALDEN 32 PILOT HOUSE** sloop or ketch. Call (415) 332-7720.

**AUTOHELM 3000.** Going south and need one in good working condition for backup. Call (408) 625-1627. I also have 55-amp alternator for sale. (I upgraded to 105-amp.)

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**MATURE, INTELLIGENT,** reliable college instructor desires to live aboard a vessel in the Sausalito area. Currently sailing in woody racing class. Employed full time. References available. Jennifer, 386-3947.

**CRUISER/LIVEABOARD 33-40'** gd. cond. (hull, engine, etc.) Have large down - owner finance. Call Pat, (510) 235-3937.

**SEARCHING FOR A 4-MAN** canister life raft (double floor) 35# COR, 40# Fisherman anchor, EPIRB 406, 5 hp o/b, plastic Davis 2S sextant. (916) 894-5554.

**WINDVANE FOR 30-FT COLUMBIA,** wind generator, dodger, bimini, GPS, dinghy, windlass & other cruising gear. John, (415) 673-4767.

**CONSCIENTIOUS,** salty married couple seeks liveaboard in the Bay area. Looking for vessel 40' plus. Will pay slip fees and handle maintenance support. Excellent liveaboard references. Also looking to buy. Please contact Matthew or Lorraine at (415) 331-2144.

**VOLVO MD1B, MD2B, MD3B, 17,** wanted running or not or parts including starter, alternator, etc., wheel AP, depth and knot, GPS, cold plate with D.C. motor refrigeration, new Johnson 15 hp o/b. Call collect (303) 663-4345 or (303) 667-6929.

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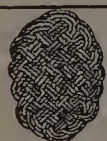
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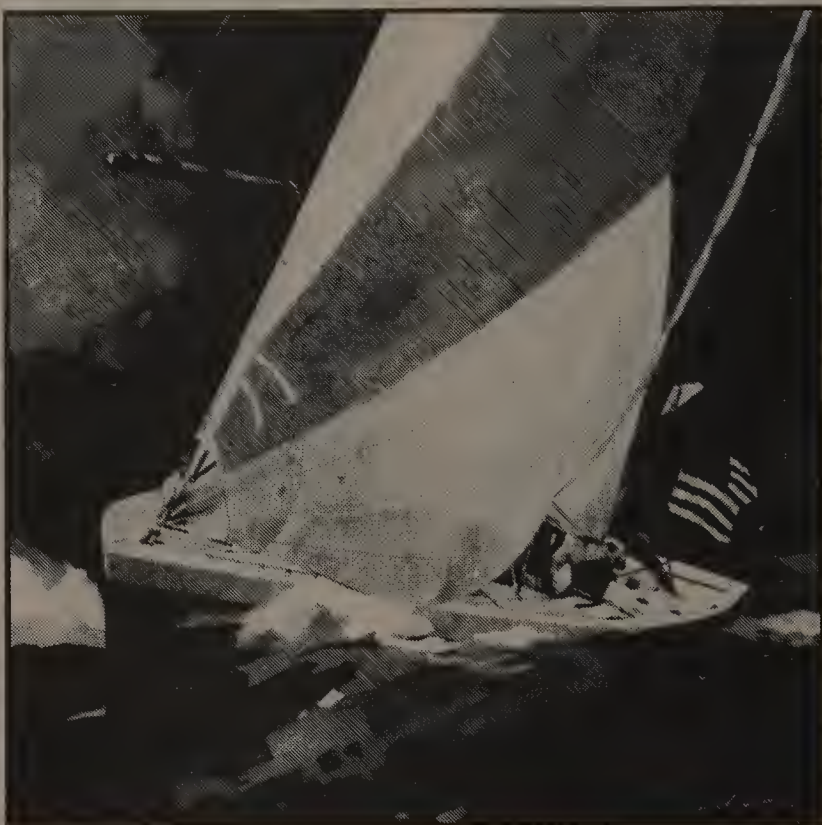
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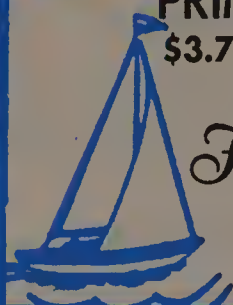
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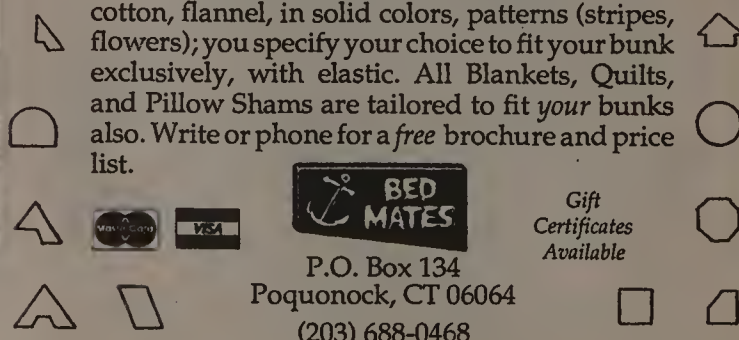
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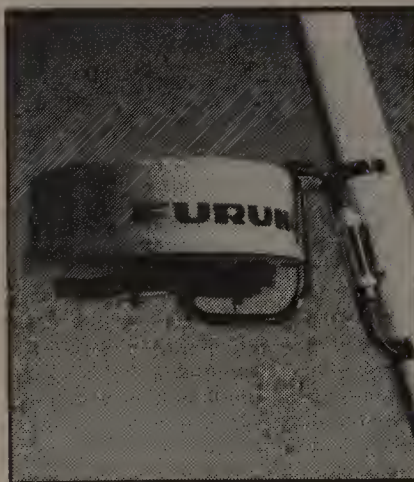
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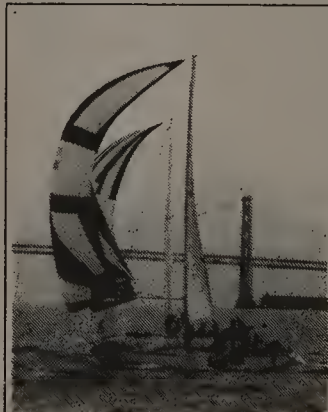
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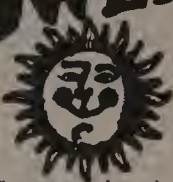
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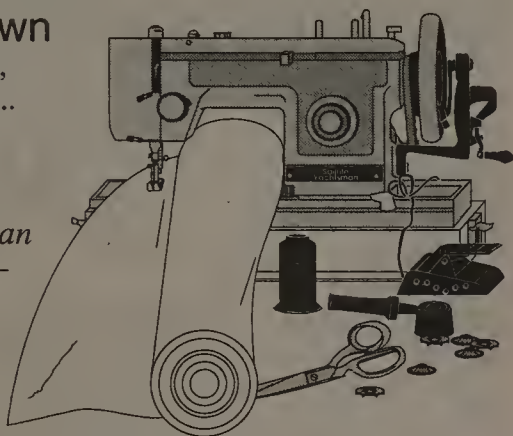
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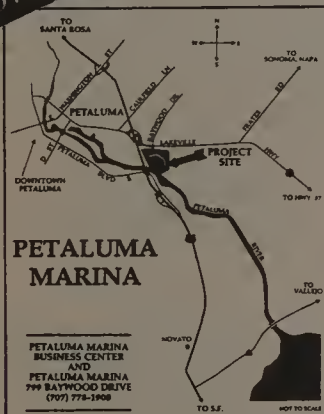
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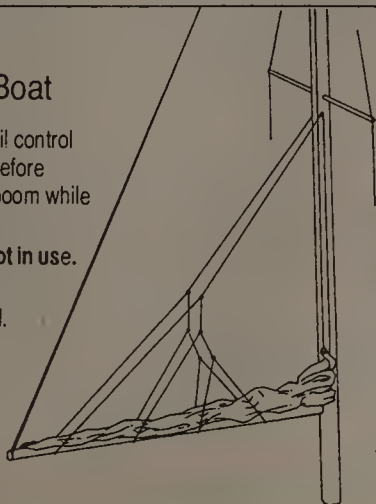
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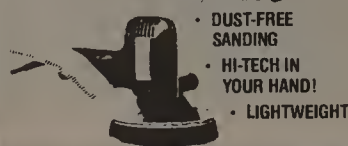
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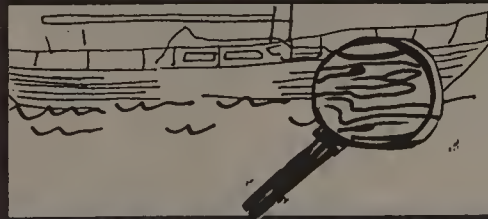
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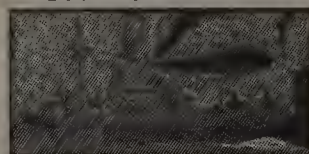
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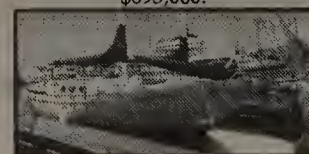
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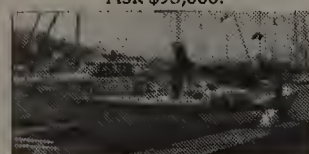
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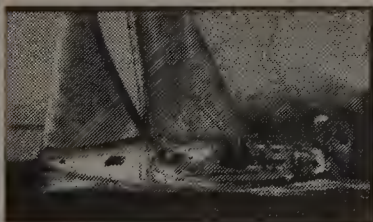
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**SWAN 46 OBSESSION (1984):** The ultimate single-handed cruiser, with electric furling main, hydraulic centerboard, genoa winches in aft cockpit, aft entrance. Also new Loran, SatNav, watermaker, SSB, and color radar. Like new condition in Sausalito, \$395,000



**SWAN 48 SIRONA (1972):** Gorgeous interior, new Spectra sails, new engine, updated rigging. San Francisco, \$175,000



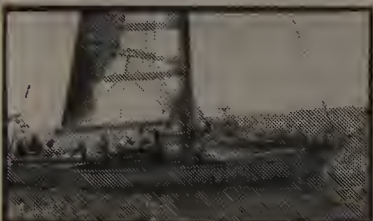
**SWAN 44 SUR (1973):** Extremely light use, sailed summers in Scandinavia until '85. New engine, electronics '90. Cancun, Mex. \$165,000



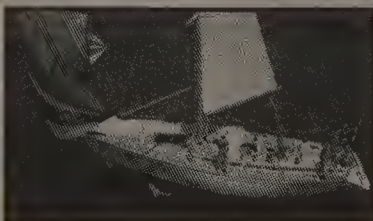
**SWAN 65 EAGLE (1975):** New decks and toerail '89, electric winches, many upgrades, extensive electronics. Hawaii, \$650,000



**SWAN 43 INFINITY (1986):** Two double cabins, 2 heads, 350 engine hours, like new condition. Original owner, Oxnard, CA \$295,000



**SWAN 51 ELYXIR (1982):** Standard interior, race and cruise sails, dramatic price reduction. San Diego, \$345,000



**SWAN 42 TOBOGGAN (1982):** Excellent condition, autopilot, SSB, anxious seller. Newport Beach, \$185,000



**GRAND BANKS 35 INVICTUS (1990):** Low hrs. on Cummins 210 hp engines, 8 kw generator, radar, new full FB enclosure. Newport Beach, \$230,000



**PASSPORT 40 HAPPY WANDERER (1987):** Like new condition with radar, furling, autopilot, spinnaker, 2 double cabins. Newport Beach, \$159,000

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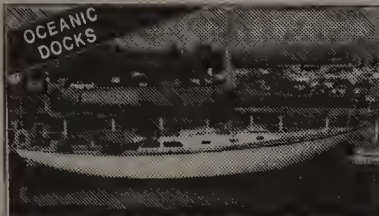
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308 Harbor Drive  
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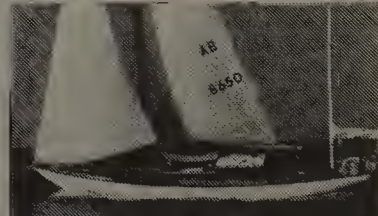
**53' AMEL SUPER MARAMU KETCH '89**  
Transatlantic/Caribbean/Panama Canal/Mexico vet but shows like new. Electric furling main & jib. Bowthruster. Pages of equipment.  
**\$449,000/offers • JOHN BAIER**  
47' version also available.



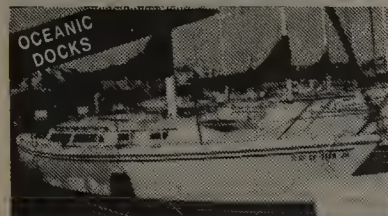
**41' HINCKLEY SLOOP 1965**  
Fiberglass construction in superb condition. An original classic well-priced for West Coast.  
**\$98,000/offers • JOHN BAIER**  
38' version also available



**38' DOWNEASTER PILOTHOUSE 1981**  
Great liveaboard! 2 staterooms, large cheerful salon, roomy galley. Diesel, roller jib, radar, AP, etc. A great value.  
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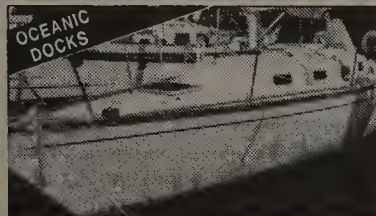
**45 CUSTOM SPAULDING YAWL, 1961**  
Built for one of S.F. Bay's most discerning sailors. Oak frames, mahogany planks. Fine example of the art of wooden boat building.  
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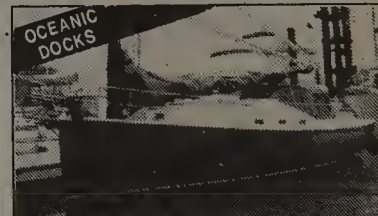
**30' CATALINA SLOOP, 1990**  
Lively performance, liveaboard interior. Full batten main, Lewmar ST winches. Well equipped. Original owner moving up.  
**Reduced-\$46,500/offers • JOHN BAIER**



**36' ISLANDER SLOOP 1977**  
A popular model for sale by original owner. Never raced, well kept. Diesel, roller jib, dinghy, etc. (sistership)  
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**34' TARTAN SLOOP 1990**  
Immaculate Tartan quality with Sparkman & Stephens design. Scheel keel, B & G Hydra, heat & air, roller furling, spinnaker, etc.  
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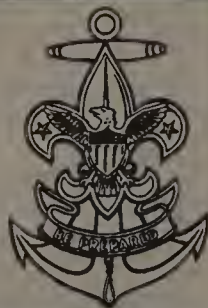
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25' MACGREGOR, '85, w/trailer	\$ 6,500
26' COLUMBIA, '69	\$ 5,900
27' ALBIN, '75	\$ 12,000
27' O'DAY, '76	\$ 10,500
27' ERICSON	3 from \$ 8,000
27' DUFOUR, '78	\$ 15,900
30' NEWPORT	\$ 33,000
32' RAWSON, '72	\$ 12,500
37' RANGER, '74	\$ 42,500
38' MORGAN, '78	\$ 62,000
40' C&C, '81	\$ 72,000
46' STRATPS 46 CUTTER	\$209,000

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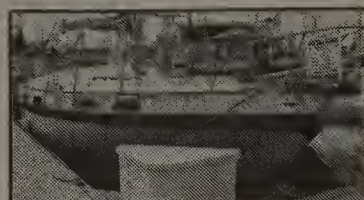
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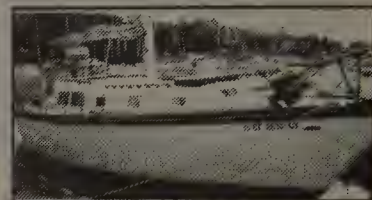
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full keel cruiser, exc. cond. **\$31,950.**



**COLUMBIA 36.** Crealock design, excellent  
cruiser/liveaboard. *Owner anxious.*  
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**FORMOSA 41, 1980.** Teak decks, Perkins dsl.  
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**37' CREALOCK.** SailNav, AP, vane, radar, dodger,  
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PEARSON ENSIGN, 2 jibs	1,500
COLUMBIA 22	1,800
CAL 25	2,500
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CORONADO 25	clean 4,900
MACGREGOR 25	trailer, 2 jibs 3,990
BRISTOL 27	outboard, 2 jibs 3,500
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30' FRIENDSHIP SLOOP Galatea	12,800
MORGAN 30	10 sails 16,500
CT 41	47,500

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21' LYMAN	inboard 4,950
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43' GRAN MARINER	luxurious 69,000

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20' CAL SL, '66	\$ 2,650	41' MORGAN O/I KE, '79	\$ 69,900
23' CLIPPER SL, '78	\$ 2,450	<b>POWER</b>	
25' NORTHSTAR 500 SL, '73	\$ 8,900	25' BAYLINER SARATOGA, '78	\$ 13,200
25' U.S. YACHT SL, '80	\$ 8,950	25' CHRIF CRAFT, '85	\$ 25,900
25' MacGREGOR SL, '85	\$ 2,750	27' SEA RAY, '82	\$ 22,900
25' MERIT SL, '83	\$ 6,900	27' BOSTON WHALER	\$ 47,500
27' BUCHANEER, '77	\$ 9,500	31' SEARAY VANGUARD, '82	\$ 49,900
27' ERICSON SL, '78	\$ 16,500	31' CARVER EXPRESS, '73	\$ 23,950
30' RAWSON SL, '64	\$ 13,500	32' CHRIS CRAFT CONNIE, '62	\$ 18,500
30' ISLANDER SLOOP, '83	\$ 34,900	34' CALIFORNIA SEDAN F/B, '79	\$ 49,500
31' PRIVATEER KETCH, '65	\$ 8,400	34' SEA RAY SUNDANCER, 88, twin gas	\$ 89,900
33' NEWPORT SL, '84	\$ 34,500	35' SEA RAY, '90	\$136,500
35' DUFOUR SL, '74	\$ 45,000	41' P.T. TRAWLER A/C, '78	\$ 75,000
35' ALLMAND, '82	\$ 37,900	49' ALBIN SEDAN, '80	\$145,000

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47' VAGABOND, '85	\$198,000	35' FUJI KETCH, '73	\$48,950
44' ISLANDER, '74	\$82,500	32' THUNDER BIRD, '66	\$10,000
43' YOUNG SUN, '83	\$99,500	32' ARIES, '76	\$32,000
43' ROBT. STEVENS YAWL, '69	\$65,000	27' CAL, '85	\$19,950
41' GARDEN KETCH, '75	\$79,500	27' S2 & O CNTR/CP, '79	\$8,900
41' AUX. CUTTER, '41	\$57,500	26' COLUMBIA, '71	\$5,900
36' C&C, '79	\$48,000	26' RANGER, '74	\$6,500
36' ISLANDER, '72	\$37,950	26' SEAFARER, '78	\$12,000
36' COLUMBIA, '68	\$19,900	25' MERIT, '82 w/trk	\$8,500
35' ERICSON, '73	\$26,000	24' J BOAT, '80	\$8,800
		21' FREEDOM, '82	\$7,950

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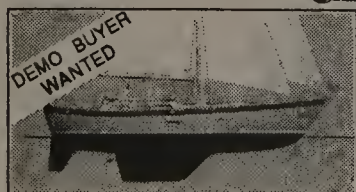
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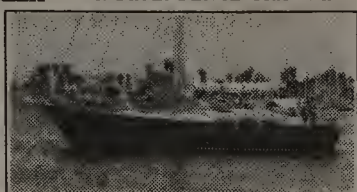


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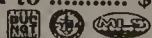


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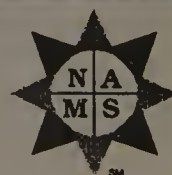
**1986 43' Hans "Christina"**  
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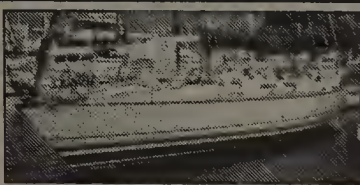
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**64' DYNAMIQUE '83**

3 dbl. S/R's, raised salon, huge galley. Popular Caribbean charter boat. New owner can take over established business. Great opportunity!



**42' BALTIC MAGNUM '87**

Race equipped with full Kevlar sail inventory. Cruise equipped with complete electronics including radar. Ready to go anywhere!



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Absolutely the cleanest, best equipped Cal anywhere. Complete refit in & out. Possible owner finance. Ask \$129,000.



**41' NEWPORT '79**

Wonderful family boat, equipped for cruising with all the amenities. New canvas including dodger, bimini, and hatch covers. Great value. \$55,000.

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60' LADD Design, center cockpit 1993, Unique Opportunity	Inquire
81' C & C CUSTOM KETCH 1972, An exceptional world cruiser	\$310,000
62' CUSTOM KETCH 1985, Outstanding cond. throughout	Ask \$575,000

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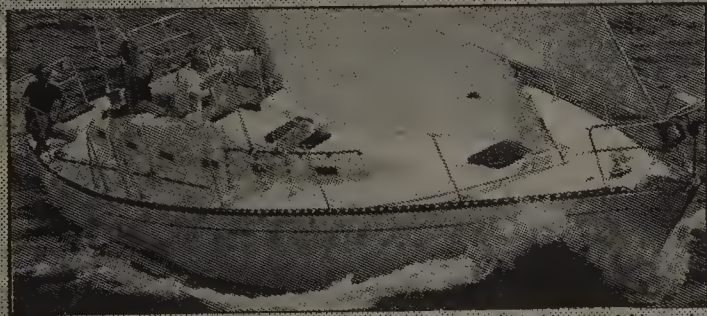
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**47' STEVENS, 1983.** There aren't many cruising boats of this caliber available on the brokerage market today! This performance cruising cutter features outstanding sailing characteristics from Sparkman & Stephens. She's a center cockpit with spacious decks and three large staterooms and two heads below. This one is well equipped with sails and electronics such as Autohelm 7000, Raytheon radar and much more. Stop by our docks or call for an appointment to see this opportunity. Asking \$189,000.

### MORE LISTINGS

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'81	424 PEARSON 4 cyl dsl, furler, dinghy, aft cabin	Call Michael \$ 95,000
'82	40' CONTEST, Mull design racer/cruiser, aft cabin	\$ 85,000
'85	36 PEARSON 3 cyl dsl, furler, dodger, aft cabin	\$ 71,995
'80	365 PEARSON World Cruiser, furler	Call Michael \$ 49,995
'75	33 RANGER Classic Bay racer/cruiser	\$ 21,995
'83	30 NEWPORT Dsl, great Bay sailer	\$ 24,900
'87	30 CATALINA 3 cyl dsl furler dodger	Call Michael
'72	29 ERICSON Clean, furler, Great Bay cruiser.	\$ 19,500
'80	30 ERICSON 3 to choose from. All diesel.	\$ 19,500
'83	23 PEARSON Great daysiler. Owner motivated.	\$ 7,900

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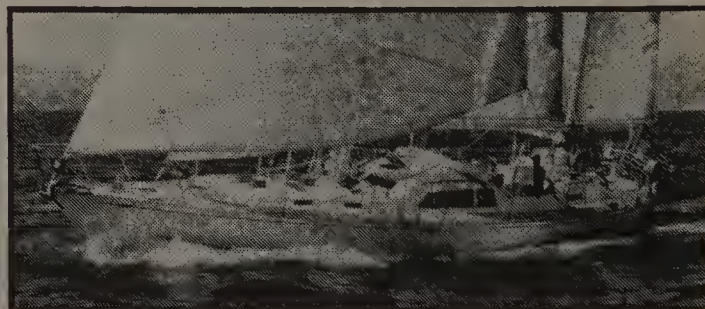
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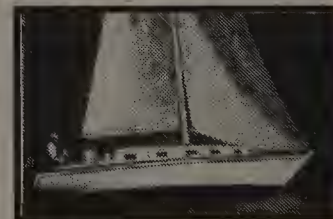
**40' CHEOY LEE** Midshipman by Luders, 0 hours on rebuilt diesel. Needs cosmetics. An excellent value. Only Asking \$30,000.



**36' PEARSON P.H. SLOOP** Dual steer stations, main/jib furling, Loran. Boat and equip. in excellent condition. Motivated seller with new boat. Asking \$69,000/Offers.



**36' FREEDOM SLOOP** One owner, loaded and immaculate. A knowledgeable and discerning owner has equipped this yacht with the finest gear available. Asking \$120,000.



**33' HUNTER** Self tending jib, new genoa, loaded w/gear incl. Loran, refer/freezer, wheel steering, guaranteed epoxy bottom. Two boat owner. At our docks. Asking \$27,000.



**30' ISLANDER** MKII, well equipped roomy interior. Great family weekender. Up to survey. At our docks. Only Asking \$13,500.



**25' YAMAHA** Has everything: Quik Vang, diesel I/B, refer, Barientis, custom interior. S.F. Marina berth included. Asking \$17,500

### SAIL - PARTIAL LIST

47' GULFSTAR SAILMASTER KETCH	Try \$120,000
42' VAGABOND KETCH	\$150,000
39' C & C, Two Listed	From 69,000
38' PACIFIC, New Zealand Quality	\$79,000/Offers
36' CHEOY LEE LUDERS KETCH, Our Docks	Try \$33,000
30' CATALINAS, Three Listed	From \$18,000
29' GULF MOTORSAILER	Reduced to \$29,000
28' PEARSON TRITON, Our Docks	Try \$ 9,500
27' LANCER POWERSAILER, Our Docks	\$15,000
25' FRIENDSHIP SLOOP, Our Docks	\$10,000
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51' Morgan, '76	115,000	30' Capri, '83
50' Force 50, '73	175,000	30' Catalina, '82
47' Vagabond, '76	142,500	30' Catalina, '80
46' Island Trader MS, '81	150,000	29' Cal, '70
45' Columbia, '73	80,000	29' Ericson, '71
45' Jeanneau, '85	145,000	28' Ericson, '84
44' Lancer Motorsailer, '81	120,000	28' Wylie, '73
43' Hans Christian T, '85	189,000	28' Lancer, '81
42' Columbia, '71	70,000	27' Santana Custom, '68
42' Chapelle Schooner, '63	50,000	27' Ericson, '74 & '72
42' Hunter Passage, '90	175,000	27' Cal, '76
41' Morgan Outisland, '79	69,900	27' Hunter, '80
40' Rhodes, '50	30,000	26' Ranger
40' Tripp, '91	210,000	26' US, '81
40' 8 Meter Sloop, '43	25,000	26' Pearson, '79
39' C&C, '73	87,500	25' Folkboat, '49
38' Hinkley, '70	95,000	25' Yamaha, '78
37' Fisher, '80	125,000	24' J/24, '80
37' Tayana, '78	68,000	24' C&C, '78
37' Ranger, '74	39,500	24' Gladiator, '65
36' Islander Freeport, '81	75,000	22' MacGregor, '86
36' S2, '85	69,000	20' Cal, '67
36' Islander, '72	30,000	
35' Cheoy Lee Lion, '58	40,000	
35' C&C Landfall, '81	55,000	
35' Coronado, '72	30,000	
35' Rafiki, '80	57,000	
35' Ericson, '73	30,000	
34' Wylie, '79	30,000	
33' 6 Meter, '85	40,000	
33' Hunter, '82	29,900	
33' Morgan OI, '75	21,500	
29' Cal 2-29, '77	22,500	

## POWER

67' Garden MV, '60	339,000
60' Bluewater, '90	299,000
57' Chris Craft Constellation, '68	170,000
49' Albin Trawler, '80	145,000
48' Monk Trawler, '68	62,000
46' Spoiler MY, '83	189,000
45' Mathews, '66	39,000
41' Burns Craft, '81	Offers/72,000
41' Monterey Trawler liveboard, '69	12,000

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25' Vancouver, by Tayana	\$22,500	39' Cal	55,000
28' Cape Dory	25,000	40' Valiant	92,500
30' Newport	19,900	43' Spindrift	129,000
31' Gemini, Cat	67,950	44' Freedom	Offers
32' Endeavour	27,000	45' Garden Porpoise	58,000
33' Endeavour	49,000	47' Vagabond	142,500
36' Catalina, loaded	89,000	50' Force	2 from 169,000
36' Tyrrell M/S, ketch, teak	Offers	51' S & S, alum.	139,000
38' Herreshoff, cat ketch	Offers	57' Islander	199,900
38' Downeaster	reduced 49,900		

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39' Cal Corinthian MKII	59,000
41' Universal Trawler	110,000
42' Sea Ray	190,000
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48' Uniflite	225,000
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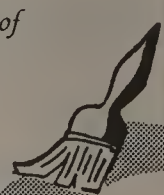
25' Catalina, '84, 10 hp Honda a/b. Very clean	10,500	44' Herreshoff Cat Ketch, '90, beautiful cruiser	225,000
27' Cape Dory, '79, dsl pckt cruiser. Classy, capable.	23,000	44' Alden Cutter, '78, one of the world's best!	215,000
27' Cal 2-27, '76, diesel 10 hp, new epoxy bottom	Offers	44' Nautic Swan, Several available	CALL!
30' Pearson, '77, Clean, equipped for easy handling.	15,750	45' Frers Swan, '90, Look-alike by Swan designer	240,000
30' Ericson, '81, Diesel, popular Bay sailer	30,000	45' Jeanneau Sunkiss, '84, refer, genset, AC, +	145,000
30' Newport, '79, dsl, whl, wood refinished 5/93	25,500	46' Cambria, '86, Gorgeous cutter	365,000
31' Bombay, '78, Clipper, diesel	19,800	46' Island Trader Ketch, '82, 3-cabin layout	120,000
32' Dreadnought, Nike. Woodwork redone 6/93	45,000	46' Ericson, '72, Lots of upgrades, beautiful cond	135,000
33' Hunter, '79, earning income in charter service	CALL!	47' Centurion, Several available	CALL!
36' Catalina, '85, Sloop, Universal M-25	65,000	48' C&C Landfall, Superb long dist. cruiser, Bristol	CALL!
41' Islander Freeport Ketch, '80, all roller furling	79,000	48' Camper & Nicholson, Mark II, '78, top cond	168,000
42' Centurion, Rare! Beautiful, by Henri Wauquiez	CALL!	50' Shannon, '83, Aft cockpit, Loaded & Bristol	269,000
42' Hinkley, Magnificent, several available	CALL!	50' Hinkley Sou'wester, several available	CALL!
43' Shannon, '87, World cruiser, loaded & brile!	249,000	60' Mystic by To-Shing, '86, Frers design	435,000
43' Henri Wauquiez Amphitrite ketch, '84, nice	145,000		

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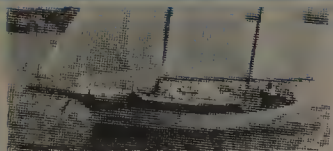


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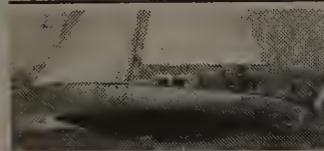


36' CHEOY LEE CLIPPER. Luders Swift Classic Ketch, 1978. One owner, low (60 hrs) on Volvo 25hp dsl, new Harken furler & new Ullman genoa. Sleeps 6. Our central Great buy. \$49,500.



27' MOTORSAILER by Holland Boat Co., 1980. Perkins 4-108, 524 hrs, sleeps 4, 2 doubles, fully equipped. Tabernacle mast, 2 steering stations, mint! \$49,000.

29' Cal 2-29, dsl .....	\$15,000	38' Erickson, '81, furling .....	\$59,500
29' Cal 2-29, '74, dsl, nice! .....	\$18,900	38' Downeast cutter, '78, loaded .....	\$65,000
30' Sagitta, dsl, cruise equip'd .....	\$39,500	38' K-38 .....	\$19,900
31' Mariner ketch, FG, dsl .....	\$22,500	40' Cheoy Lee Offshore, cutter .....	\$55,000
32' Ranger, '74, Atomik 4, ready .....	\$24,500	40' Atkin ketch, '75, oak, fir, teak .....	\$32,500
32' Westsail, '77 .....	Offers	40' Yorktown .....	\$34,500
32' Dreadnaught, '92 .....	Loaded!	41' Steel French C/B cutter .....	Call
32' Ericksons .....	3 from \$18,000	41' Kettenburg, F/G, cruise equip'd .....	\$45,900
34' Cal 2-34, '75, 25hp dsl .....	\$24,950	42' Westsail, ctr. cockpit .....	\$97,500
35' Erickson .....	2 from \$28,500	42' Colvin, '88 Steel PH Cutter .....	Call
36' Islander, '72, 4-107 dsl .....	\$24,900	44' Hardin Ketch, best on Coast .....	\$120,000
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30' SAGITTA. Fast, sturdy circumnavigator super equipped to go again, rebuilt 10hp diesel.



35' HALLBERG RASSY, 1974. 46hp diesel, full keel. North Sea cruiser, must sell. Offers.

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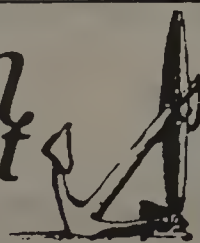
29' J/29, masthead rig .....	2 available!
29' OLSON - ULDB .....	\$24,000/obo
30' OLSON 911SE, 1989 .....	\$44,000
33' PEARSON 10M, new LPU hull .....	\$26,000
35' CAL SLOOP, 1984 .....	\$57,500
38' ERICSON tri-cabin .....	\$69,000
40' O'DAY, 1986, 2 staterooms .....	\$79,500
40' CHEOY LEE OFFSHORE SLOOP .....	\$55,000
40' OLSON, really clean! .....	\$75,000
43' BENETEAU "Moorings", 1987 .....	\$135,000
43' SPINDRIFT PILOTHOUSE, 1982 .....	2 from \$129,000
44' CUSTOM PETERSON, racing sloop .....	\$69,500
44' HANS CHRISTIAN Pilothouse .....	\$232,000
45' FUJI, cruise equipped! .....	\$189,500
46' CAL 2-46 w/85 hp diesel .....	\$128,500
47' GULFSTAR SAILMASTER .....	\$142,500
48' CHEOY LEE, 1980, tri-cabin .....	\$114,900
70' CUSTOM SCHOONER .....	\$350,000/Offers!

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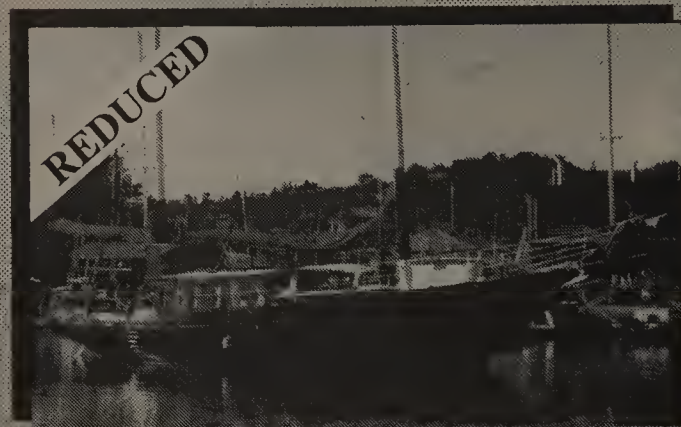


LOWRIE YACHT HARBOR: 40 Pt. San Pedro Road, San Rafael, CA 94901

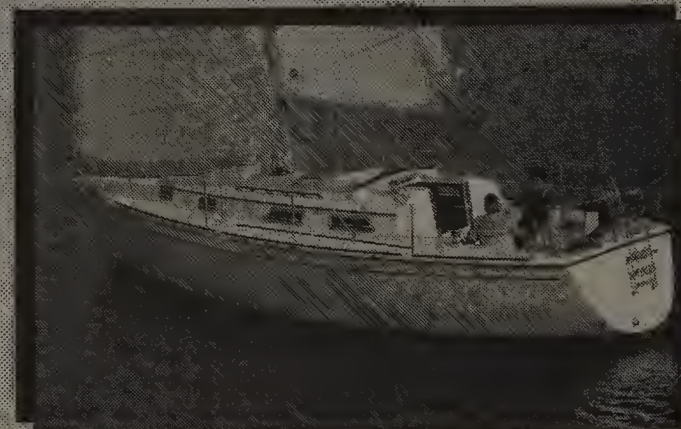
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34' PEARSON, 1984. Diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. Asking \$68,000.



32' CELESTIAL, 1990. Diesel aux, 2 staterooms, as new. Ask \$50,000.



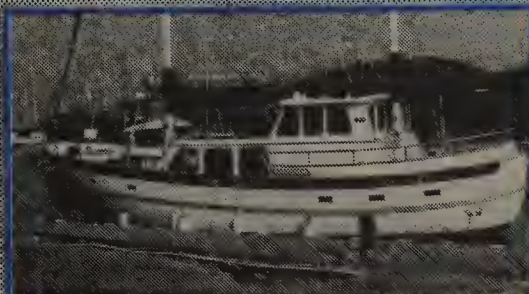
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52' CHEOY LEE twin eng Motorsailer, many recent upgrades make this one worth seeing again if you haven't seen her recently. Reduced to \$205,000.

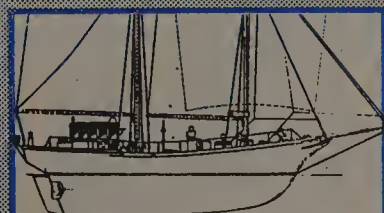


46' MORGAN, '79. Brewer design ketch, 1800 amp hrs., 3500 watt aux. gen., inverter, refrig, vacu-flush, radar. Everything works. \$132,000.

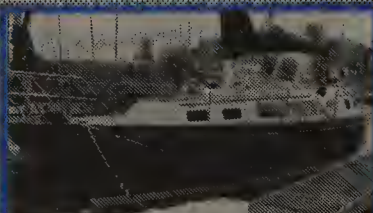
SAIL	LOD	BUILDER	YR	PRICE	LOD	BUILDER	YR	PRICE	LOD	BUILDER	YR	PRICE	LOD	BUILDER	YR	PRICE
75' CUNNINGHAM	74			\$210,000	37' RANGER	74		\$36,500	28' ISLANDER	'83		\$19,500	42' GRANO BANKS	'71		\$75,000
65' MacGREGOR	'87			\$137,500	37' RANGER	'73		\$42,500	28' ISLANDER	'77		\$19,000	42' MATHEWS	'52		\$55,000
57' ABEKING & RASS	'25			\$68,000	37' TAYANA	'78		\$67,000	28' ISLANDER	'85		\$27,900	42' UNFLITE MY	'84		\$159,000
54' VEN. tops'l schooner	'79			\$195,000	36' FREEPORT	'82		\$75,000	28' NEWPORT	'77		\$12,000	40' BLUEWATER	'78		\$69,500
52' CHEOY LEE	'82			\$205,000	36' HERITAGE	'78		\$59,000	28' PEARSON	'86		\$39,500	40' CRUIS-A-HOME	'75		\$55,000
51' MORGAN O/I KTCH	'76			\$115,000	36' ISLANDER	'78		\$39,000	27' CAL	'74		\$17,500	40' MATHEWS	'47		\$42,000
50' FORCE 50	'78			\$145,000	36' ISLANDER	'76		\$44,000	27' CATALINA	'78		\$10,900	40' NEWPORT TRL	'70		\$57,000
49' HOPE	'04			\$69,500	36' ISLANDER	'76		\$47,500	27' ERICSON	'74		\$17,000	40' OWENS	'64		\$41,500
46' MORGAN	'79			\$132,000	36' ISLANDER	'79		\$43,000	27' LANCER	'84		\$18,600	39' CHRIS CRAFT	'85		\$49,000
46' ALOEN SCHOONER	'31			\$35,000	36' ISLANDER	'76		\$39,500	26' CONTESSA	'74		\$10,000	38' BAYLINER	'87		\$115,000
45' JEANNEAU	'84			\$145,000	36' PEARSON	'85		\$85,000	26' ERICSON	'85		\$24,750	38' GOLOEN STAR	'84		\$79,500
43' COLUMBIA	'69			\$56,000	36' S2	'84		\$75,000	26' ERICSON	'88		\$29,500	38' HUNTER	'59		\$23,000
41' FREEPORT	'76			\$88,500	35' SANTANA	'80		\$47,000					38' PACEMAKER	'70		\$30,000
41' GARDEN	'73			\$65,000	34' WYLIE	'79		\$34,000					37' NEWHAVEN HB			\$15,000
41' MORGAN	'79			\$69,900	33' HUNTER	'79		\$29,000					36' CHRIS CRAFT	'64		\$26,000
41' MURRAY-PETERSON	'83			\$89,000	33' SWIFT	'78		\$50,000					36' CHRIS CRAFT	'61		\$33,000
41' RHODES	'66			\$60,000	32' AIRES	'76		\$30,000					36' EGG HARBOR	'78		\$115,000
40' C & C	'82			\$72,000	32' COLUMBIA	'76		\$24,500					35' CHRIS CRAFT	'68		\$58,500
40' CHALLENGER	'74			\$89,500	32' MORGAN	'79		\$39,000					34' JOHNSON	'28		\$20,000
40' CHEOY LEE O.S.	'71			\$52,000	32' WESTSAIL	'76		\$45,000					34' CALIFORNIAN	'78		\$60,000
40' ISLNR-PETERSON	'80			\$64,000	30' BABA	'81		\$59,000					34' CALIFORNIAN	'80		\$58,500
40' MARINE TRAOER	'82			\$85,000	30' CATALINA	'78		\$22,000					34' CHRIS CRAFT	'91		\$78,000
39' C & C	'73			\$77,000	30' CATALINA	'78		\$26,500					34' HATTERAS	'64		\$25,000
38' BRISTOL	'67			\$44,000	30' CHANCE	'74		\$15,000					33' CHRIS CRAFT 336	'84		\$49,900
38' COLIN ARCHER	'68			\$26,500	30' ISLANDER BAHAMA	'84		\$27,500					32' UNIFLITE	'79		\$49,500
38' ERICSON	'81			\$65,000	30' ISLANDER MKII	'71		\$17,500					31' RIVA	'78		\$88,750
38' HINKLEY	'69			\$95,000	30' PEARSON 303	'84		\$46,666					28' ALLMANO SF	'79		\$31,500
37' HUNTER LEGEND	'88			\$84,500	29' ERICSON	'77		\$19,500					28' CARVER	'85		\$35,000
37' ISLANDER	'68			\$44,000	29' BUCCANEER			\$19,000					28' SEA RAY	'86		\$33,000
					28' COLUMBIA	'69		\$8,000					25' BAYLINER	'85		\$22,500

## POWER

LOD	BUILDER	YR	PRICE
75'	WESTLOE FG MY	'86	\$1,195,000
65'	CHRIS ROAMER	'71	\$425,000
65'	CUSTOM CHARTER	'78	\$275,000
60'	BURGER	'57	\$285,000
56'	FELLOWS	'27	\$79,000
55'	CHRIS CRAFT	'62	\$119,000
53'	BLUEWATER	'80	\$179,000
50'	TROJAN/SHEPHERD	'69	\$147,000
49'	ALBIN TRAWLER	'80	\$135,000
47'	STEPHENS	'60	\$179,000
46'	CHRIS CRAFT	'64	\$69,000
45'	LANCER	'81	\$142,500
44'	LUHRS	'70	\$84,500
44'	MONK	'43	\$29,500
42'	CALIFORNIAN	'78	\$95,000



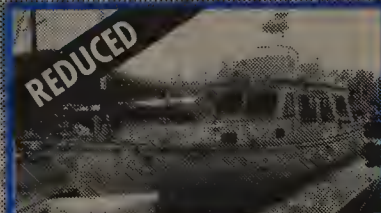
54' VENNEKENS TOPS'L SCHOONER, 1979. Belgium built galvanized steel PH schooner. High quality construction, watertight bulkheads. A finely fitted yacht. \$195,000.



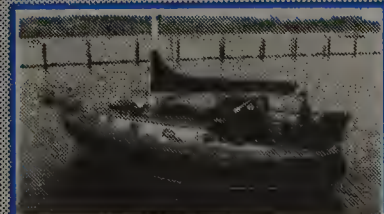
36' S211MC, '84. Ctr cockpit sloop. Original owner has maint. like new. Windlass, dodger, ST winches, forced air heat, navy blue hull. \$75,000.



38' HINCKLEY, 1969. Super clean classic, F/G sloop. Loaded with equipment. \$95,000/offer.



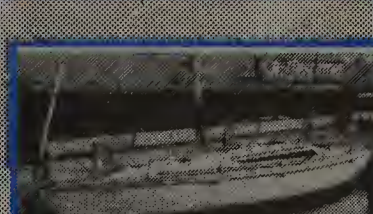
38' GOLDEN STAR '84. Sedan trawler, centered queen forward, radar, AP, Loran, refrig. \$79,500.



30' BABA, '81. Highest quality cutter. Teak decks, cabin tops and cockpit. Wheel steering, green LPU hull. \$59,000.



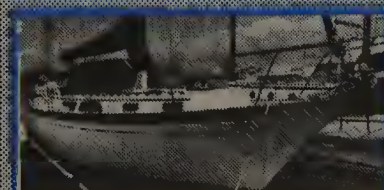
37' RANGER. Custom teak interior like a finely crafted musical instrument. A unique and beautiful boat. \$42,500. BETTER THAN NEW.



45' JEANNEAU SUN-KISS, '84. Cutter, B & G instruments, hard-to-find 3 staterooms, perfect liveboard/cruiser. \$145,000.



42' CALIFORNIAN, 1978. 2 staterooms, 2 heads, radar, Furuno fishfinder, 7.5 kw Onan. Twin diesel. \$99,500.

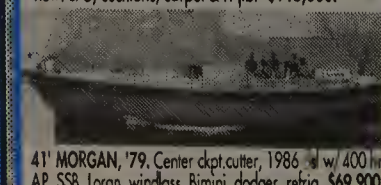


36' FREEPORT, '82. Center cockpit Bob Perry design, looks like new, dodger, roller furling, windlass, autopilot, much more. Only \$75,000 or b/o.

40' PETERSON, racer, 1980, very fast	\$69,000
37' 1968 CLASSIC	\$44,000
36' 5 from	\$36,000
30' BAHAMA, '84, very clean	\$32,500
28' 1983, wheel, diesel	\$19,500



51' MORGAN '76 KETCH. Radar, AP, SatNav, air cond, new: LPU, cushions, carpet & r/fib. \$115,000.



41' MORGAN, '79. Center cockpit cutter, 1986, w/ 400 hrs, AP, SS8, Loran, windlass, Bimini, dodger, refrig. \$69,900.

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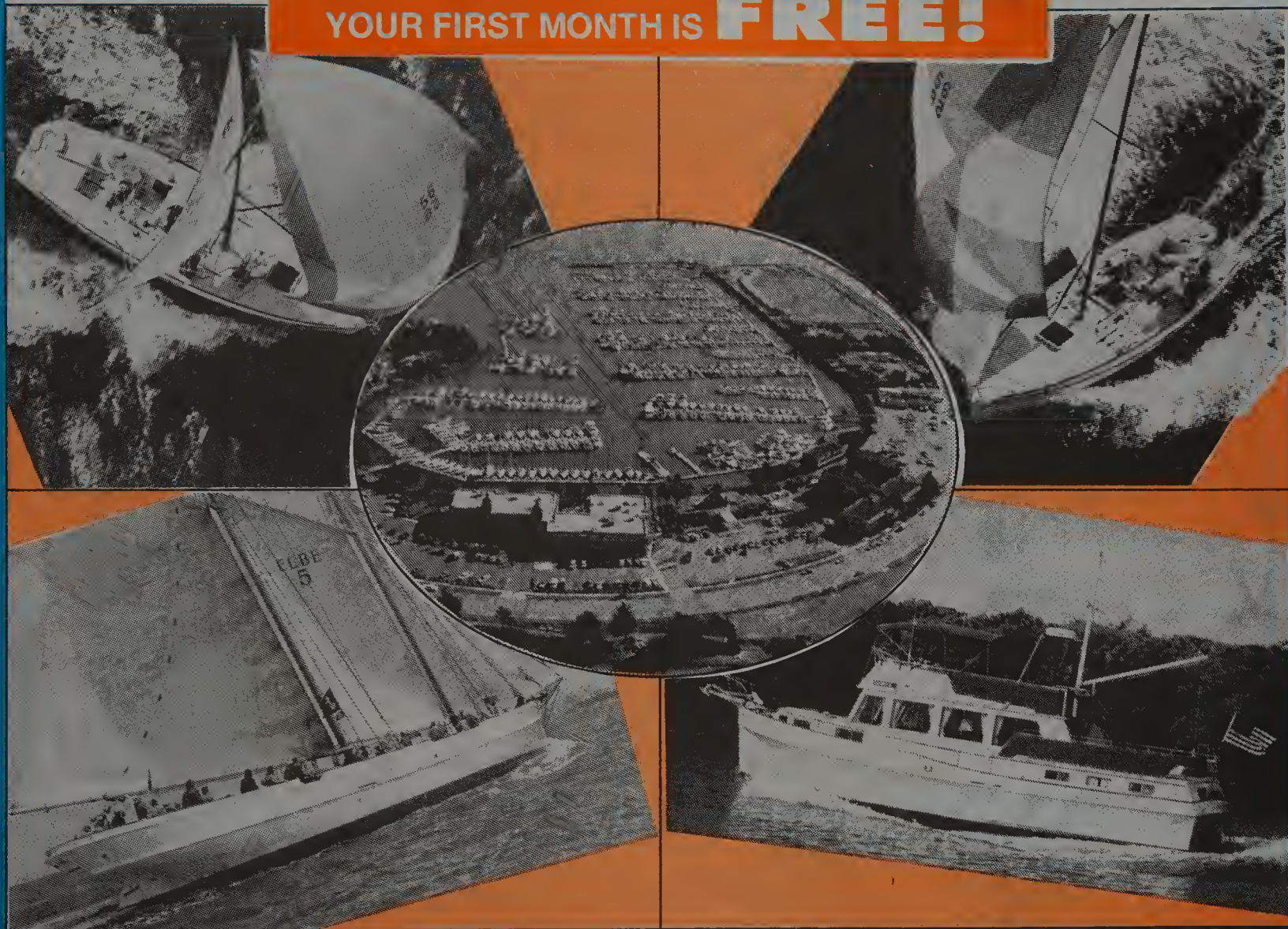
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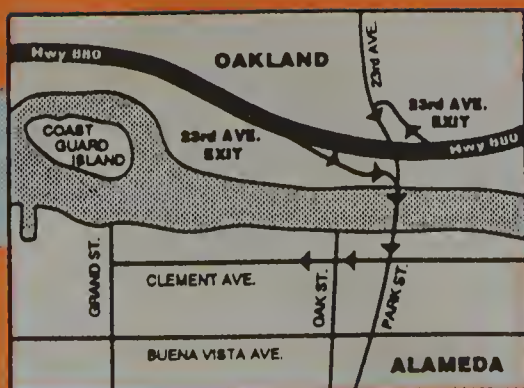
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